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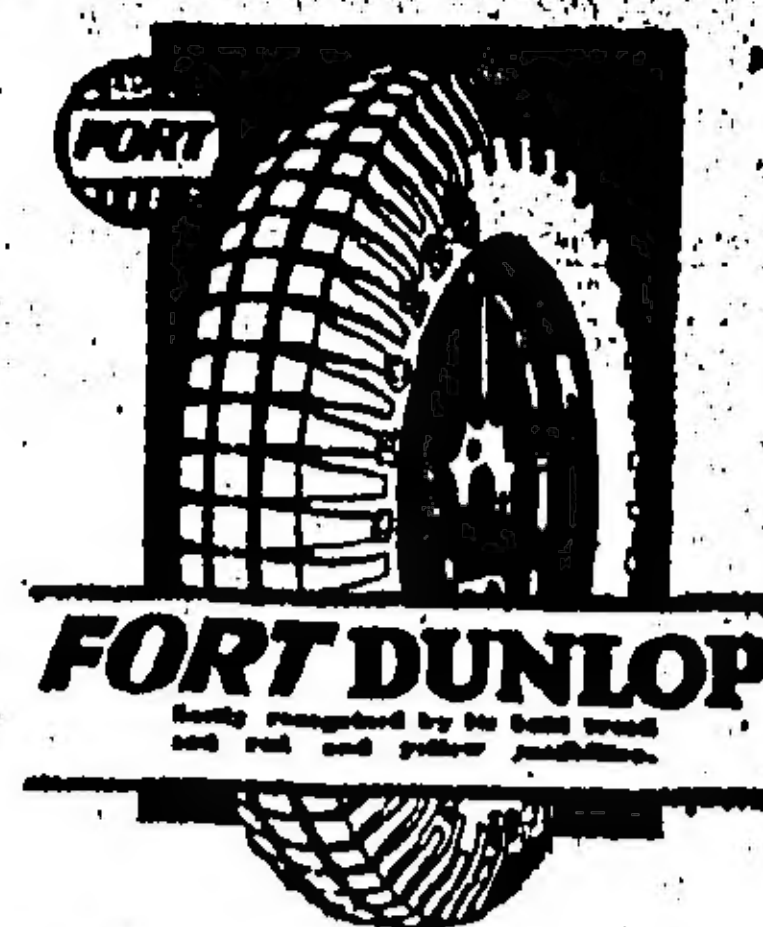
"Hongkong Telegraph"
for "The Hongkong Telegraph" Co., Ltd.
100, Spring Garden Road, SINGAPORE.
Daily, generally, fair, but foggy.

The Hongkong Telegraph

FOUNDED 1861 六拜禮 號一十月四英港香 SATURDAY, APRIL 11, 1931. 日四廿月二

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High Water:

Library, Supreme Court



LOCAL BRANCH.

Poster Bldg.

NINE DAYS WONDER AIR TRIP.

SIX-FOOT PILOT'S RECORD.

LYMPNE TO PORT DARWIN.

SPLENDID FEAT.

London, Apr. 10.
Mr. Charles William Anderson Scott, late of the Royal Air Force, completed his spectacular flight from Lympe to Port Darwin (England to Australia) setting up a new record of 9 days, 3 hours, compared with Kingsford Smith's 9 days, 21 hours, and Hinkler's fifteen and a half days.

When Hinkler completed his trail-blazing solo flight to Australia, his time was accepted as a remarkable achievement, and the Australian airman became a popular hero. Scott has cut his time almost in half, setting a formidable mark for future record-breakers to aim at.

A wildly cheering crowd greeted him as he climbed out of the cockpit at Port Darwin, disclosing to many "friends among the assembly" that he had hardly had a wink of sleep for ten days. He carried a black cat, a dog, a doll, belonging to his daughter, which he had adopted as his mascot, wherever he went.

Press Comment.

Since April 1st he has flown with in a few hours of his pre-arranged schedule, and this evening's papers comment on his fine display of physique and morale, besides the carefully laid plans, which this implies.

Kingsford Smith has expressed his pleasure that Mr. Scott has set up the new record, which was made with an engine of the same type as used by the more famous airman. It behaved perfectly throughout.

Premier's Message.

Many other messages of congratulation have been received by the airman, including one from Lord Amulree, the Secretary for Air, on behalf of the Air Council, and one from the Prime Minister, Mr. Ramsay MacDonald who said: "Delighted to hear of safe arrival and congratulate you on a wonderful achievement."

Mr. Scott and his little daughter, who are staying near London, were overjoyed by today's news after many days of anxious strain.

The stages of Mr. Scott's route, which was carried out almost exactly to schedule, were:

	Miles
Apr. 1.—Lympe-Belgrade-Sofia	1,238
" 2.—Sofia-Aleppo	990
" 3.—Aleppo-Bushire	980
" 4.—Bushire-Karachi	1,160
" 5.—Karachi-Allahabad	950
" 6.—Allahabad-Rangoon	1,240
" 7.—Rangoon-Singapore	1,320
" 8.—Singapore-Sourabaya-Bima	1,520
" 10.—Bima-Port Darwin	960

(Total, 9 days, 3 hrs.) 10,368

Re-fuelling depots were laid down at twenty-one places in the course of the flight.

Born in London.

The airman was flying a 120 h.p. Gipsy Moth in which four extra petrol tanks had been installed, giving a total capacity of 101 gallons, and a flying range of 1,480 miles.

Mr. Scott flew the whole journey in breeches, shirt and coat, carrying no spare clothing of any description. His machine has a cruising speed of 92 miles an hour, and a maximum speed of 108 miles an hour.

The airman is normally engaged in piloting commercial aircraft in Queensland. He is 28 years of age, and a native of London, being educated at Westminster School. He went to England to purchase a light

(Continued on Page 13.)

Jewel Theft on Takada.

Cabin Rifled By Unknown.

\$10,000 LOSS.

Nearly \$10,000 worth of jewellery was the extent of the loss sustained by Mr. E. F. Campbell, a passenger on the s.s. Takada, as the result of a theft committed in his cabin yesterday.

Mr. Campbell is a through passenger from Calcutta to Shanghai. The theft, according to a report received by the police, occurred while the Takada was in harbour yesterday.

An unknown person is supposed to have entered Mr. Campbell's cabin during the absence of the occupant and to have taken the jewellery from a suitcase.

The police who have been notified of the robbery, are making enquiries.

On Thursday, according to another report received by the police, Mr. Harwood, who is second officer of the ship, was similarly victimized, monies to the extent of \$30 being stolen by an unknown marauder from his cabin.

ECHO OF BORDER TRAGEDY.

ARMS GRILLES FOR POLICE STATIONS IN N.T.

TENDERS INVITED.

The Government to-day invites tenders for the construction of Arms Grilles to nine police stations in the New Territories, apparently as an echo of the shocking affair at Lokmat in July last when an Indian constable ran amok, murdering the wife of a European sergeant and committing suicide after also killing P.C. 109.

The affair will be remembered as one of the most sensational in the annals of the Hongkong Police. A protracted enquiry was held and the jury found that there had been a lack of initiative in handling the situation by the Indian police on duty at the isolated Border station, and that there was undue delay in entering the station after reinforcements had arrived.

The jury recommended that a European officer should always be present at outlying stations, even if this involved augmentation of the European staff. No recommendation was made regarding the provision of arms grilles, though the evidence regarding the control of arms was not entirely satisfactory. The authorities have, however, considered this step necessary. Tenders will be received at the Colonial Secretary's Office until noon of Monday, April 20.

BUS COLLIDES WITH TRUCK.

WARDER INJURED BY GLASS SPLINTERS.

Mr. Falla, a warder at Laichikok Prison, was injured when a motor bus in which he was proceeding on the Cheungshawan Road yesterday morning collided with an earth truck.

The bus at the time was proceeding to Taim Sha Tsui, when the mishap occurred. It is alleged that the barrier guarding the light railway line at Cheungshawan was raised when the bus approached the spot, a fact which is said to have induced the driver to proceed.

In the collision which followed as a fully loaded earth truck appeared and ran into the bus, considerable damage was caused to the rear front side of the bus. The impact shattered the glass windows, and Mr. Falla, who was seated in front, was struck by flying glass splinters. He, however, received only slight cuts. A report has been made to the police.

AN ANTI-JAPANESE NEW YORK DEMONSTRATION.

COMMUNIST KNOCKED DOWN BY POLICEMAN.

ROYAL PAIR ARRIVE.

New York, Apr. 10.
In spite of rigorous police precautions—extra guards were assigned to protect the Royal couple in view of rumours of a proposed Communist demonstration—a crowd of Communists made a scene on the arrival of the Japanese Prince Takamatsu and Princess Takamatsu from England to-day.

The cause of the trouble was evidently the shooting of the Soviet Commercial Attaché in Tokyo some little time back as the Communist demonstrators occupied most of their time in persistently shouting: "Down with the Japanese murderers!" and "Down with the Japanese hunkam!"

One of the most violent of the demonstrators, who tried to force his way through the police cordon

EXTRALITY DEADLOCK FEARED.

POWERS' ATTITUDE DISLIKED BY NANKING.

SOME OBSTACLES.

Nanking, Apr. 10.
In the course of his statement to Chinese pressmen on the extrality question, Dr. C. T. Wang said some of the Powers were maintaining a stubborn attitude, and unless they made some concessions, a deadlock would result. The British Government, he said, Dr. Wang insisted that extrality should be retained at Shanghai, while the majority of the other Powers desired regional and gradual abolition. These demands were opposed to the policy of the Nanking Government.

Dr. Wang added that the insistence of the Powers on a reform of China's judicial system before consenting to abolition of extrality might make further negotiations abortive.

CERMAK WIELDS A BROOM.

THREE THOUSAND MEN DISMISSED.

Chicago, Apr. 10.
"Tony" Cermark, the new Mayor of Chicago, is vigorously wielding the broom, bestowed upon him by the city mandate. He has already swept out three thousand persons from the administration appointed by Big Bill Thompson, his predecessor, including many heads of departments in the Municipality.

"Spoils to the victor" is a recognised slogan of American politics, so that the dismissals have caused no surprise.—*Reuter's American Service.*

KING CONTINUES TO IMPROVE.

London, Apr. 10.
It was stated at Windsor Castle to-day that the King's condition continues to improve.

For the first time this week, Lord Dawson of Penn did not visit His Majesty, who, however, was seen by the laryngologist, Sir Milson Rees and Dr. Marilyn of Windsor.

As a precautionary measure, the King is keeping to his room for the next few days. It is not decided whether he will carry out his proposed visit to Newmarket Races at the end of the month.—*British Wireless.*

\$40,000 Opium Seizure.

Tank Flooded Before Discovery.

THREE ARRESTS.

A big seizure of opium was made by Revenue Officers yesterday on the s.s. Kong Pong, a Chinese coastal steamer, on arrival from Swatow.

The exact extent of the haul has yet to be checked, but, according to a preliminary estimate, it is believed to be over 3,000 taels, and, in the prepared state in which it was found, to exceed over \$40,000 in value.

Revenue Officers speak of a laborious search made on the appearance of the ship in the harbour yesterday, this eventually resulting in the location of the big cache in water tanks underneath the boiler.

While the search was in progress, the particular section of the tank in which the opium was secreted was, it is alleged, deliberately flooded with water, but the opium was retrieved. It was, however, in a state which will probably make the task of the Analyst much more difficult than normally.

Three members of the engine staff, all Chinese including the third engineer, who were in that compartment of the ship at the time they were taken into custody. They made their first appearance before Mr. Schofield at the Central Magistracy this morning.

Two of the accused admitted knowledge of the contraband and were remanded to another date. The third man, the third engineer, was discharged, after a plea of not guilty was returned on his behalf by Mr. Horace Lo and after the prosecuting Revenue Officer had withdrawn the charge in his case.

CHOLERA THREAT IN SHANGHAI.

PROPAGANDA CAMPAIGN COMMENCING.

WIDE CO-OPERATION. (Our Own Correspondent.)

Shanghai, Apr. 11.
An educational programme for the prevention of cholera in which the three Shanghai areas, the International Settlement, the French Concession and Greater Shanghai, will co-operate, was outlined yesterday afternoon at a cholera control conference.

Dr. Peters, the advisor to the National Health Bureau in Nanking, was elected chairman.

The committee which was set up will prepare pamphlets and will consider arrangements for a moving picture programme and an educational public to take preventive measures.

It is notable that between July and October, 1929, 308,929 persons were inoculated against cholera in Greater Shanghai. Over 700 suspicious cases were found, of which 128 were confirmed.

Since the beginning of 1931, there have been 87 cases, and 12 have died. The fatality rate was 13.8 per cent.

In the International Settlement in 1930, 46 cases were suspected, 21 were confirmed and 5 deaths occurred. In the French Concession, there were 16 suspected cases, of which eight were confirmed, with one death.

PRINCE OF WALES RETURNING.

SPECIAL WIRELESS APPARATUS ON LINER.

London, Apr. 10.
The Prince of Wales' South America tour, on which he has been accompanied by Prince George, concludes at the week-end when they sail for Lisbon in the liner Arlanza.

The special short-wave wireless apparatus by which the Princes have kept in touch with Home on their outward journey on the liner Oropesa has proved so useful and worked so well that a similar wireless outfit will be provided on the Arlanza.—*British Wireless.*

THIS VOLUNTEER RACKET.

SPIRITED REPLIES TO LAI TEE.

VIEWS OF MEMBER OF THE CORPS.

MEDAL SUGGESTED.

As was perhaps to be expected Lai Tee's vigorous criticism of the aims and purposes of the Hongkong Volunteer Defence Corps has evoked some spirited replies.

Below will be found two letters on the subject from correspondents who do not share Lai Tee's views:

Sir.—Your correspondent "Lai Tee" puts his own case very well. May I, as a Volunteer, be allowed to put mine? The authorities responsible for the government of this Colony deem it wise and necessary to have a Volunteer Corps, and they ask that all able civilians should join up and undergo just a little training in order to be fitted and organised for use in case of need.

Whether or not that decision is the best one, and whether or not the work and training I am asked to do is what I personally consider to be the most valuable, are questions that I prefer to leave unanswered. If I were the Government of this Colony my answer might then be of some interest, but as I am only a resident, I think my duty is to support the authorities rather than to refuse and then proceed to justify my refusal by argument. All is not perfect either in this Colony or the Volunteer Corps, but I think it is better to co-operate than stand aloof. Better to be trained in an indifferent way than not at all.

Let us make a show of British unity than of differences, and better modestly to take one's place in the scheme of things as they are than to stand outside and air superior knowledge.—Yours, etc., M. G.

Another Rejoinder.

Sir.—I have read with interest Mr. Lai Tee's rather long-winded explanation of his reasons for his attitude toward the local Volunteer Corps.

It is apparent that your correspondent has little or no knowledge of conditions of service in the Volunteer Corps, and although he talks glibly of holocausts, cannon fodder, commissioned rank, etc., it is evident that he knows little and appreciates less of the significance of modern warfare and the training required to cope with it.

Mr. Lai Tee asserts that in five days, any normal sergeant-major can knock as much into the average man's head as the Volunteers Corps could in five years—a statement full of sound and fury, and signifying nothing. Your correspondent, although he disclaims it, has surely graduated with honours for not joining the Volunteer Corps, he might employ his time more profitably in discouraging to whoever cares to listen on the use of the bow and arrow, or the value of a sling and chucky stones against a tank attack.

The day of the bellowing sergeant-major has passed, as Mr. Lai Tee ought to know, and I am prepared to challenge him to learn the mechanism of a Vickers gun and how to bring his section of guns into action, all in the course of five days.

In conclusion, I wish to congratulate Mr. Lai Tee on his arrogance in presuming that his rapid utterance has helped in any way to blow up an ephemeral bogey. Surely someone should recommend him for special mention, or even a medal; let us pin to his breast the order of the Gard du Nord—with two bars, both closed.—Yours etc.

PUFF PUFF.

P.S.—I am sure members of the Volunteer Corps appreciate Mr. Lai Tee's congratulations on their turn-out on the occasion of the Annual Inspection—afterthoughts so pleasantly expressed and always so acceptable.

The silk forwarded from Hongkong by the Empress of Russia on the 18th March arrived in New York (St. John's Park) and Hoboken on the 8th April, having been 21 days in transit.

Bulls and Inners

From the Office Butts.

It may seem a bit paradoxical, but many local firms of contractors are expanding.

If some motor-cars could speak, they'd say "you're driving me crazy."

Lots of husbands are treasures to their wives, and lots of others merely treasures.

A man named Rocket was recently charged at the Singapore Police Court. Appropriately enough, he asked to be let off.

Revised Proverb:—A nod is as good as a bid to an auctioneer.

New Definition:—A parking-place is where you leave your car to have its tail-light knocked off.

A member of the British Economic Mission returning home from the East has denied a story that there are mills in China where cotton is grown at the back door and shirts carried out at the front door. None the less, there are establishments where a collar goes in as a collar but comes out as a mere rag.

This theory of doing a job yourself to get it well done doesn't apply to hair-cutting.

Some of these brokers who are keen on new issues might be described as fresh share fleas.

About the only examples of perfection we encounter in Hongkong are perfect fools and perfect nuisances.

What makes you think you are qualified for a position in the Diplomatic Corps? "Well," answered the applicant, modestly, "I've been married twenty years and my wife still thinks I've got a sick friend."

Whilst women are thinking about hat styles, with the near approach of the picnic season men are thinking about caps—for beer bottles.

One thing about these beauty parlours, they have rooms for improvement.

Mary, Mary, quite contrary, how does your garden grow? "The lawn has been watered. The greenhouse is shattered. We're miniature golfers, you know!"

Leading a double life may get you through twice as fast.

The best way to stick to your diet is to consistently refuse to pay your comrade's bill.

Many a woman worries over an inferiority complex.

We haven't got a penny. We're as stony as can be. Well, er... we haven't much, if any.

Hence the term e-con-mee. Now, when they ask for beaches, it really is absurd.

And every one and each is an annoying sort of bird. It's true we built a goat-track and motor roads as well. In districts out in way-back. (But, why that story tell?) Bathing is quite easy. As Civil Servants know, or even talpans breezy.

All know the way to go. Assistance for their swim. They pay for all their basking. Why moan of purses slim? If you can't afford a pastime, Don't blame the man who can. So let this be the last time, You criticise our ban.

So when the days are hotter. And you're driven to desperation. Just be thankful that you've gotta.

Natural bath of perspiration! Infamous Saying:—"My job's too easy; it's a shame to take the out of the question, money."

Another Definition:—An optimist is one who purchases a comb with a bottle of hair-restorer.

"Hell will be a bore," says a Chicago clergyman. "It probably is, no good."

The loss of a box of poker chips is advertised. "We've heard the bad losers, but we've never known one to advertise the fact before."

In the morning the heavy rain will—after Chicago.



It often takes more than a stiff collar to keep your head up!

About the only sign of spring so far this year is in a chair going up Wellington Street.

A reader wants to know the best method of giving a happy turn to an after-dinner party. May we suggest the cork-screw?

The Golf Club and Traffic Department both have their eyes on a piece of land next to the Jockey Club buildings. The question is, will it be used to drive on or to drive off?

Nature Note:—The yellowhammer, the zinnia, the crackpot, the nightjar and the morning milk are now astray, and the shorter nights bring promise of longer days, wider views, broader beans, higher hopes, quicker service and cheaper fares.

About this time of year lots of American girls go on their alimony.

There is no truth in the rumour that, in view of the lack of swimming facilities, the Government intends permitting those who desire to bathe in the City Hall fountain during the coming summer.

Chicago faces a heavy financial deficit. Perhaps that is why it does not want its Big Bill.

Latest market reports:—Lead continues heavy load on holders. Tin is further enquired for. Silver is at a discount. Gold is scarce, and any offers would be eagerly accepted. Rubber is in continued circulation. Rubber is jumpy. Gelatine has hardened.

How doth the busy naturalist essay more heights of power. When up the frowning precipice He climbs to pick a flower, And tries his art, so picturesque, Upon a wild rose bower.

We notice that Ford profits have declined to a mere bagatelle of \$44,000,000. If this sort of thing continues, Henry won't have quite as much as he would have had if it hadn't.

We notice that H.M.S. "Gnat" has been fired on. We understand that this was one of the rare occasions when to Flit was too easy; it's a shame to take the out of the question, money.

The loss of a box of poker chips is advertised. "We've heard the bad losers, but we've never known one to advertise the fact before."

In the morning the heavy rain will—after Chicago.

THE HONGKONG PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
and
SHANGHAI:
ASTOR HOUSE: PALACE HOTEL:
HOTELS LIMITED.
In association with the Grand Hotel
Des Wagon Lits, Peking.

KOWLOON HOTEL
KOWLOON.
UNDER THE PERSONAL SUPERVISION
AND ATTENTION OF—
H. J. WHITE.
Phone No. 58008. Cable "KOWLOTEL."
Hongkong.

BENOWNED BEER NOW DRAUGHT.
Steel, Coulson's renowned Beer is now on Draught
at the
PALACE HOTEL
KOWLOON.

PENANG
Music Daily. Dinner Dance Twice weekly.
RUNNYMEDE HOTEL.
The Premier Hotel in Penang.
With beautiful private lawns to the Sea.
TWENTY ADDITIONAL ROOMS—COMPLETELY MODERNISED
AND RE-FURNISHED ARE NOW READY.
RUNNYMEDE HOTEL, LTD.
George Goldsack, Manager.

EUROPE HOTEL
SINGAPORE.
"REOWNED BY RECOMMENDATION"
DANCING: After Dinner every Tuesday, Thursday and Saturday.
MUSIC: On the VERANDAH—
Monday to Friday—7.45 p.m. to 8.30 p.m.
Saturdays—12.30 p.m. to 1.30 p.m.
and 8.00 p.m. to 8.30 p.m.
Sunday Concerts—9.50 p.m. to 11 p.m.
Robert Drescher's Famous Viennese Orchestra
Plays During Tiffin and Dinner Every Day.
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Telephone, 5341 (8 lines). Cables "EUROPE" Singapore.

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CORRESPONDENCE.

Export Liquor Trade.

[To The Editor of Hongkong Telegraph.]

Sir,—It is probably not realised by the majority of people that most of the liquor business done in Hongkong is done with Chinese dealers for export to other parts of South China, and that the new rules imposed by the Government recently, regarding the export of Liquor are slowly but surely killing what, to a good many merchants and dealers, is quite a profitable trade.

The new law is, briefly, that a Chinese concern may only export liquor from the Colony after first depositing local duty for same at the Imports & Exports Office. This deposit is returnable in full upon production of a certificate of landing at destination.

It is, of course, obvious to anyone who has or has had dealings with China that to get a certificate of any kind from Chinese authorities you need a good deal of time, and great patience. How then, can any Chinese dealer be expected to look up possibly several thousands of dollars for a month or so without interest until he receives his certificate? They very naturally will not comply with the Government demands and therefore no export business is being done, and a large amount of profit to British importers is being lost. One would think that in these days of low exchange when the merchant is beset with all kinds of difficulties, the Government would try to help rather than hinder. The export of liquor is only a very minute matter compared with other business done with China, but to the merchants interested, it is not amusing to see turnover figures falling by thousands monthly. When it is ten days, possibly something will be done.

IN BONO VINCE.

SHANGHAI SUIT.

MR. EDWARDS' CLAIM COMPROMISED.

Shanghai, Apr. 10.
Mr. Edwards to-day accepted the Shanghai Municipal Council's offer to pay him his full salary under the agreement up to September 1932. This will be paid in a lump sum of approximately Tls. 50,000, and includes superannuation,



Beautiful Switzerland sends you the best it produces
the wonderful "BEAR BRAND" milk
Right from the Emmenthal, the classic Swiss milk centre, "BEAR BRAND" is even more than Swiss milk, it is real Emmenthal milk.
Obtained from inspected cows only, scientifically sterilized at a model factory, it comes straight to you. A real health giving milk.
Science has achieved a great deal, yet nothing will ever replace the quality of the green crop which is grown on the pastures of the Emmenthal. It serves to produce "BEAR BRAND" milk and that is why there is no substitute for it.

BEAR BRAND
Natural Swiss Milk

A. B. MOULDER & CO. LTD.
CHINA BUILDING.
Sole Agents for South China.

children's bonus and passages. His service will terminate on April 15.—*Editor.*
[Mr. Edwards' claim against the Council] was for £5,000 as damages for alleged breach of agreement, plus pay at the end of his agreement and passage money. Petitioner claimed that the notice of the termination of his agreement was a breach of the Council's London agents. The respondents had always held that their service was a permanent one. The respondents denied that their agents gave the alleged warranty of permanency of service, or, if they did so, they had no authority. The Council denied that their service was a permanent one, and also denied any obligation to re-engage Mr. Edwards or to renew his employment beyond September 1932. Mr. Edwards arrived in Shanghai in July 1923 and his agreement was entered into in August. In April, 1924, under a new agreement petitioner was appointed Senior Assistant. In May, 1925, he was appointed Assistant Secretary, and in April of the following year, being appointed Secretary, in October, 1926, at a monthly salary of Tls. 1,500. The agreement regarding the Secretaryship was renewed in December, 1929.]



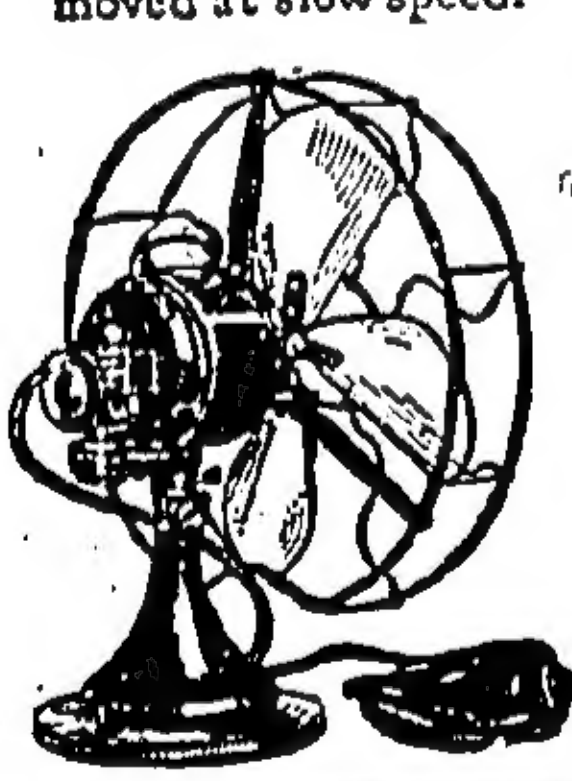
AT THE STAR Final Showings To-day
At 2.30, 5.20, 7.20 & 9.20
DASHING, DARING, THRILLING
100% ALL TALKING
RONALD COLMAN in RAFFLES
Presented by SAMUEL GOLDWYN



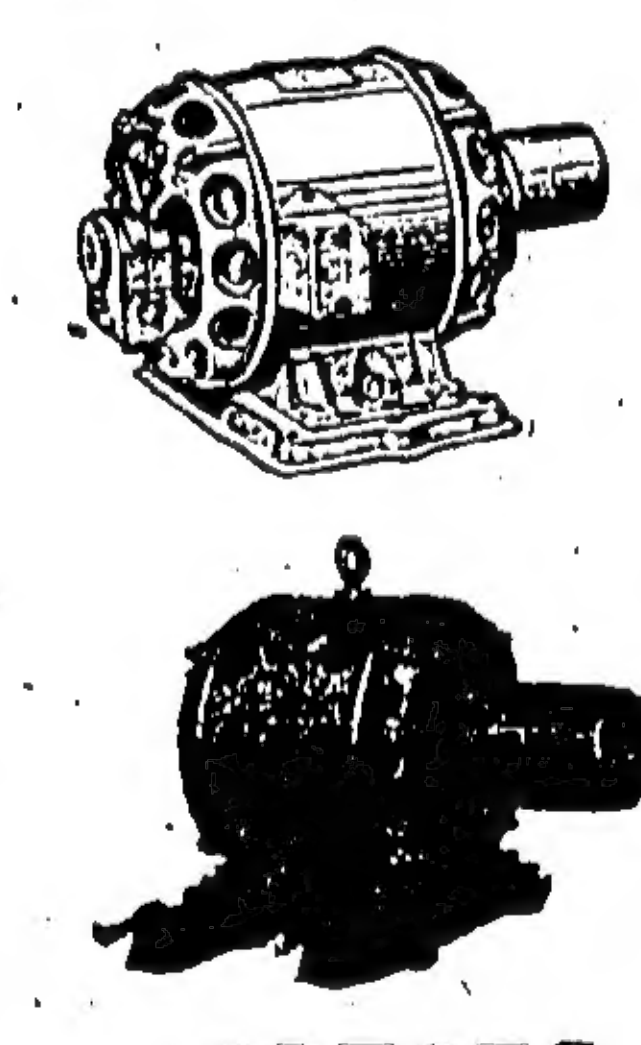
GLORIA SWANSON
IN
'WHAT A WIDOW!'
UNITED ARTIST PICTURE
AT THE WORLD Final Showings To-day
At 2.30, 5.15, 7.15 & 9.20.

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LOCAL VIEWS
and
PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG
Studio, Ice House St. Branch 7, Beaconsfield Arcade.

Quiet, Refreshing Breezes for a Real Night's Rest
Century Fans are especially suited for the sleeping room because
1. Practically noiseless operation, accompanied by a large volume of air moved at slow speed.
2. No undesirable drafts—their unusually slow oscillating speed effectively and evenly distributes the air.



Century FANS



Century MOTORS


Keep Cool!
Century Ceiling Fans Do Two Things Better
Move the largest volume of air, on fast speed, when temperature and climatic conditions require.
When desirable, at slow speed, provide only such air circulation as is necessary to prevent discomfort and fatigue in crowded, poorly ventilated and overwarm rooms.



Century FANS

Obtainable from all Electric Dealers and—
HONG KONG SHEWAN TOMES & CO. SOLE AGENTS. CANTON.

Gets you well
and keeps you well that is the object of **SCOTT'S Emulsion** which builds, nourishes and strengthens. Your doctor knows to Ask for
SCOTT'S Emulsion
The protector of life



SALESMAN SAM
That's Customary By Small



YA WANNA SEE SAM? SURE! IF YA WANNA PAY THIS BILL FER TH' SUIT OF CLOTHES I MADE HIM!
WELL, I'M GONNA SEND HIM IN! AND I WANTCHA TO PAY HIM AND GET HIM OUTA HERE!
BUT I CAN'T, GUZZ! ALL MY DOUGH IS GOIN' FOR CHRISTMAS!
I DREAMT LAST NIGHT YA PAID ME, SAM—
GOOD!
HAND OVER THE RECEIPT!

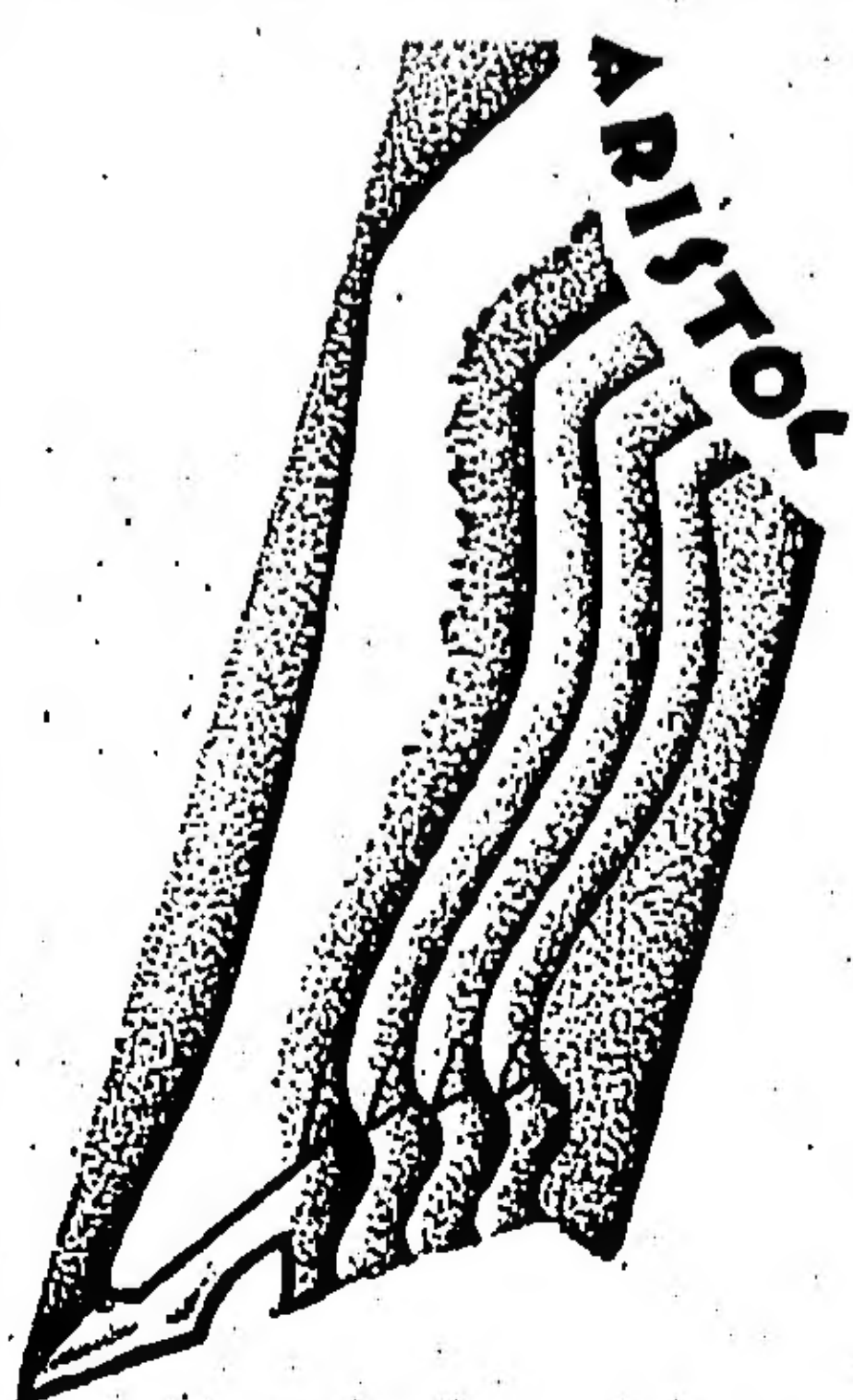
SALESMAN SAM

By Small



Whiteaways, for Ladies' & Children's Hosiery.

NEW STOCKS. ALL SIZES AND QUALITIES



"ARISTOC" PURE SILK HOSE. They wash and wear. No. 2898. Medium weight pure silk for hard wear full fashioned point heel, continental shaped foot and flat joint at back, fashionable Colors: Shell Pink, Dawn, Bubinga, French Nude, Mirajo, Beige, Sizes 8 1/2 to 10 ins.

\$10.50 pair.

"ARISTOC" No. 2992. The superior quality of cobweb fineness and now openwork lace close so much in fashion among ladies of taste, with slipper heel, tapered toe, continental stepped in foot of finest lisle for extra strength and fully fashioned silk from top to toe, new shades of Mode, Shell Pink, Dawn for evening wear, and French Nude.

\$12.50 pair.



Art Silk & Lisle Hose.

Art Silk Hose in all fashionable shades.

\$1.75 to \$3.95 pair

NEW LISLE HOSE Fine make in all Colors.

\$4.50 pair



BOYS' HOSE

Boys' Light Woollen Hose with turnover tops. All sizes.

\$2.95 to \$4.95 pair

CHILDREN'S ANKLE SOCKS In white and fawn with striped tops.

\$1.15 to \$2.50

"Three Knots" Hose

An English made hose of reliable quality. Will give very satisfaction in wear and appearance. In all shades. GREY LABEL

\$4.50 pair

BLACK LABEL In a Pure Silk Hose of delightful texture. In all Shades.

\$6.50 pair



WHITEAWAYS. THE STORE FOR VALUE. HONG KONG.

TO-DAY'S WANTS.

25 WORDS \$1.50,
(\$2.00 if Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695,
705, 709, 720, 722, 727, 729, 732,
733, 734, 737, 738, 765, 773, 775,
776.

PERSONAL.

"BORROWED" from the United Services Recreation Club, between 8 and 8 p.m. on 7th April, heavy Fawn Mackintosh (marked with letter "M" outside back of collar). Will borrower now kindly return to the Club, or to the owner, Lieut. Col. E. D. Mathews, at the office of the Royal Hongkong Golf Club.

TUITION GIVEN.

MISS LUBA PECKER The Professional Pianist, gives PIANO/ORTE TUITION. Expert and modern methods. Rapid and efficient progress guaranteed. Weekly visits to Canton and Macao undertaken. Write Box No. 785, "Hongkong Telegraph."

PARTNERSHIPS.

Sleeping partner wanted in sound and firmly established exclusive retail business, centrally located. Capital solely desired for expansion. Full investigation submitted. A genuine opportunity to make an investment offering a constant and lucrative return. Replies strictly confidential to W. D. c/o Messrs. Percy Smith, Seth & Fleming.

WANTED KNOWN.

Union Church, Kennedy Road, Spring Jumble Sale, Friday, May 7th. Contributions of clothing etc. gratefully received at this church, Hall on Wednesday and Saturday mornings.

WANTED.

SMALL HOUSE wanted on Peak or mid-level, furnished or unfurnished, on long lease from 1932. Particulars to Box No. 783, "Hongkong Telegraph."

WANTED TO BUY.—New or second-hand, 2 cylinders marine motor. Engine, Write, stating, h.p. and price, to Box No. 781, "Hongkong Telegraph."

LOST.

SMALL PARCEL containing cigarette machine, and box poker chips. Finder please return c/o Box No. 782, "Hongkong Telegraph."

MISCELLANEOUS.

CHIROPODIST (Corn remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kowloon Building, Tel. 22103. (Ground Floor).

FOR SALE.

FOR SALE.—A new consignment of Manila Hats, Cheap. Vanity Fair, 17, Ice House Street.

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau. Electric Light. Large garden. Write Box No. 768, "Hongkong Telegraph."

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from Ferry. Tel. 57957.

PREMISES TO LET.

TO LET.—Ground floor, No. 8a, Des Voeux Road, Central, recently in the occupation of the Netherlands India Commercial Bank, can be divided to suit ten or more requirements. Apply to David Sassoon & Co., Ltd.

EUROPEAN

WATCHMAKER, JEWELLER & ENGRAVER
18, Nathan Road, Kowloon.



Sole and Repairing of Gold and Silver Goods, watches, Spectacles, Chronometers, Jewellery and anything in the line of delicate mechanism. All orders executed promptly at moderate rates.
M. BOGDATSKY.

WHEN AT HOME

The
Hongkong Telegraph.

MAY BE PURCHASED AT

SELFRIDGE'S
LONDON, W.1.

New Advertisements.

THE HONGKONG & SHANGHAI
HOTELS, LIMITED.

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on Thursday the 16th day of April, 1931, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1930, confirming the appointment of a Director and re-electing a Director and the Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 1st April, 1931, until Thursday, the 16th April, 1931, both days inclusive.

By Order of the Board.

F. C. BAIRRY,
Secretary.

Hongkong, 25th February, 1931.

NOTICE.

On and after 1st April next, the Hongkong Dispensary Drug Store and the Wine Department, will observe the following hours of business.

8.30 a.m. to 5 p.m. except Saturdays, when both Stores will close at 1 p.m.

The Hongkong Dispensary, Dispensing Department, will be open.

On week days until 7.30 p.m. On Sundays and Public Holidays 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO. LIMITED.
Hongkong, 28th March, 1931.

NOTICE.

Notice is hereby given that we have appointed Messrs. Gilman & Co., Ltd., to be our distributors in Hongkong and South China for the sale of Humber and Hillman cars, effective from April 1st.

ROOTES LIMITED.

NOTICE.

Notice is hereby given that as from April 1st, we have assumed the Distributorship for Messrs. Rootes Ltd. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hongkong or England. Particulars of re-purchase terms etc., upon request.

GILMAN & CO., LTD.



BISQUIT DUBOUCHE
BRANDY.

TRULY EXCELLENT

Obtainable from all Wine Merchants.

SOLE AGENTS
THE CENTRAL TRADING Co.

CHURCH NOTICES.

To-morrow First Sunday
After Easter.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, 12th April, 1931. Low Sunday. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: Rev. N. V. Halward. Monday, April 13th. The Annual Meeting of the British and Foreign Bible Society will be held at the Helena May Institute. Tea at 4.30 p.m. Meeting at 5.15 p.m. Speakers:—Bishop John Gwydy of Fochow; Rev. H. O. T. Burkwall.

Union Church, Kennedy Road, Sunday, 12th April, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Social hour after Evening Service. Sunday School—Kennedy Road, 10 a.m. Taikoo, 2.45 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, Are Sin, Disease and Death Real? The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents. "PEAK MANSIONS"

Prince Edward Road, Kowloon

Detached and Semi-detached villas. Modern construction with garage.

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Plats with modern conveniences

The same Pen 2 ways: As a pocket model—As a Desk Set Pen

Parker Offers
A Gift Pen
Having TWICE the Value at no extra cost... and
GUARANTEED FOR LIFE

Actually the new convertible Parker Duofold is twice as useful as the usual pen. Because it is convertible from pocket style to Desk Set model, instantly.

At any time a Parker Duofold owner wants a Pen Desk Set he need only get a Base. Top to convert pocket Pen is free.

Streamlined Parker Duofolds in jewel-like colors, hold 74% more ink than average and write with Precursor's Touch.

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MASSAGE HAL'
MRS. S. UZUNOYE
57, Queen's Road C., 2nd floor.
Expert Masseuse

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Waterloo Road, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2454	Kowloon Island	As per sale plan.	About 42,500	\$492	\$32,100
Adjoining Kowloon Island	Lot No. 1726, Waterloo Road.				

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tauli, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2457	Kowloon Island	As per sale plan.	About 5,109	\$93	\$12,377
North of Kowloon Island	Lot No. 24, P. 1 and 2nd Street.				

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at May Road, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 3160	May Road.	As per sale plan.	About 2,800	\$16	\$2,800
Inland Lot No. 3160					

"THE HONGKONG TELEGRAPH"

would appreciate the loan of Photographs of Hongkong, (either views or personalities) of Fifty Years Ago for publication in a proposed "TELEGRAPH" JUBILEE NUMBER.

THE EXTRALITY QUESTION.

MR. WANG'S HOPES AND FEARS.

Nanking, Apr. 10. Addressing pressmen this morning, Mr. C. T. Wang, Foreign Minister, recalled a speech that he made at the Majestic Hotel, Shanghai in February, and emphasised the concluding paragraph in which he declared that he trusted that China would not be forced to adopt other methods than peaceful negotiations in order to gain its objective in extrality. "That was two months ago," Mr. Wang said this morning, "and I am happy to report that as the result of negotiations conducted with accredited representatives of these few remaining powers, the solution in to-day within reasonable and measurable distance. This is particularly true with Britain and the United States, while similar reactions are being manifested by other powers concerned. "Unfortunately in one or two vital points these powers are yet unable to go the whole way towards satisfying the admittedly legitimate aspirations of the Chinese Government and people. I regret also to report that disagreement over these remaining vital points may render further negotiations abortive.

"Fettered by Extrality."

"For well nigh four score and 10 years, the Chinese Government and people have been fettered by the restraints of extrality. The interpretation of the treaty provision of three decades ago, when a number of powers agreed to relinquish their extra-territorial privileges, when 'the state of Chinese laws, the arrangement for their administration and other considerations' warranted them so doing," has, by its beneficiaries, operated to extend, rather than curtail, the duration of the extra-territorial regime. "The pertinent fact seems to have been overlooked by the powers concerned that the patience and tolerance of the Chinese Government and people are not inexhaustible, and that there is a reasonable limit to human endurance. Do these powers desire to strain our patience and tolerance to the point of exhaustion."

Natural Question.

Stressing Dr. Sun Yat-sen's deathbed behest, and the convention of the People's Convention that the abolition of unequal treaties should be accomplished with the least possible delay, the Foreign Minister pointed out that the People's Convention would meet on May 5, and consequently it was natural that the Chinese Government and people should ask: "Will the unequal treaties be abolished by then?" Mr. Wang expressed his earnest hope that the Chinese Government and the people of Great Britain and the United States, as well as the other powers concerned, would courageously seize the fleeting time by the forelock, and co-operate with the Nationalist Government in consummating the abolition of extrality, which he described as the "bulwark of unequal treaties." "Unless the satisfactory solution desired by the Chinese Government and people is completely in sight, I shall be constrained, after due consultation with my colleagues of the Nationalist Government, to declare the present negotiations with the powers concerned as deadlocked."—Reuter.

FRENCH "BOGEY."

GERMAN AND AUSTRIAN PRESS OPINIONS.

Berlin, Apr. 10. Political circles are astonished at M. Doumergue's speech made at Nice yesterday, on the dangers to France of the Austro-German customs union, and are of opinion that it is intended to strengthen M. Briand's position as candidate for the presidency. The Nationalist paper *Borcen Zeitung* says that M. Doumergue, by his incredible remarks, has forfeited the right to be treated with politeness. The *Allgemeine Zeitung* says France's "threatened security" is becoming a ridiculous phrase, and declares that the fight for the vital rights of the German people in the Reich and in Austria must be fought to the end, cold-bloodedly and energetically. At Geneva, M. Doumergue's speech is not considered as of good augury for the success of the disarmament conference.—Reuter.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

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POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Sinkiang	April 11.
Japan and Shanghai	Ilkawa Maru	April 12.
Shanghai and Amoy	Tjinegara	April 12.
Manila	Shinyo Maru	April 12.
Australia and Manila	Changto	April 13.
Manila	Pres. McKinley	April 13.
Straits	Van Heutz	April 14.
Batavia	Tjibadak	April 14.
Australia and Manila	Kitnap Maru	April 14.
Japan and Shanghai	Angara	April 14.
Japan and Shanghai	Hakozaki Maru	April 17.
Straits	Hanuma Maru	April 17.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 20th March.)	Pres. Adams	April 18.
Canada, U.S.A., Honolulu Japan and Shanghai (Vancouver B. C. 28th March.)	Emps. of Canada	April 18.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 24th Mar.)	Taiyo Maru	April 20.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 27th March.)	Pres. Grant	April 20.
Japan	Kamo Maru	April 24.

OUTWARD MAILS.

For	Date and Time
Manila	Pres. Jefferson Sat., Apr. 11, 2.30 p.m.
Amoy, Shanghai, Japan and "Europe via Siberia"	Takada Sat., Apr. 11, 4 p.m.
Bangkok via Swatow	Kwangchow Sun., Apr. 12, 9 a.m.
Amoy	Anshun Sun., Apr. 12, 9 a.m.
Saloon	Helikon Sun., Apr. 12, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru Sun., Apr. 12, 9 a.m.
Hohow and Bangkok	Kingsau Mon., Apr. 13, 12.30 p.m.
Haliphong	Canton Mon., Apr. 13, 2.30 p.m.
Swatow	Hydrangen Mon., Apr. 13, 3 p.m.
Japan, Honolulu, U.S.A., "Canada Central and South America and "Europe via San Francisco"	Pres. McKinley Mon., Apr. 13.

Shanghai and "Europe via Siberia" Pres. McKinley Mon., Apr. 13. Registration 4.15 p.m. Letters 4.30 p.m. (Due San Francisco 5th May).

Shanghai, Japan, Honolulu and "San Francisco" Shinyo Maru Tues., Apr. 14. Registration 1. Apr. 13, 5 p.m. Letters 1. Apr. 14, 8.30 a.m. (Due San Francisco 8th May).

Manila and Java via Sourabaya Tjinegara Tues., Apr. 14, 9.30 a.m. Haliphong Tues., Apr. 14, 1 p.m. Tunkin Tues., Apr. 14, 1.30 p.m.

Swatow, Amoy and Poochow Tjinegara Tues., Apr. 14, 9.30 a.m. Haliphong Tues., Apr. 14, 1 p.m. Angers Tues., Apr. 14, 1.30 p.m.

Swatow and Amoy Tues., Apr. 14. Registration 1. Apr. 13, 5 p.m. Letters 1. Apr. 14, 8.30 a.m. (Due San Francisco 8th May).

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles Hektor Tues., Apr. 14. Registration 4.30 p.m. Letters 4.30 p.m. G.P.O.

Swatow and Amoy Tues., Apr. 14. Registration 1. Apr. 13, 5 p.m. Letters 1. Apr. 14, 8.30 a.m. (Due Marseilles 15th May).

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PRELIMINARY NOTICE

THE HONG KONG FILM DISTRIBUTION COMPANY.

Having through their London Agents concluded arrangements with the following producers of British Pictures.

GAINSBOROUGH PICTURES (1928) LIMITED.

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BRITISH AND DOMINION FILM CORPORATION LIMITED.

Takes pleasure in announcing the early release in Hongkong of the following recent successes:—

ROOKERY NOOK
HOUSE OF THE ARROW
SPLINTERS
LORD RICHARD IN THE PANTRY

PLUNDER
BED AND BREAKFAST
A WARM CORNER
ETC., ETC.

Enquires for terms etc. should be addressed to Box No. 784, c/o "Hongkong Telegraph."

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SPECIAL SALE OF EVENING SHOES & ODDMENTS ONLY.

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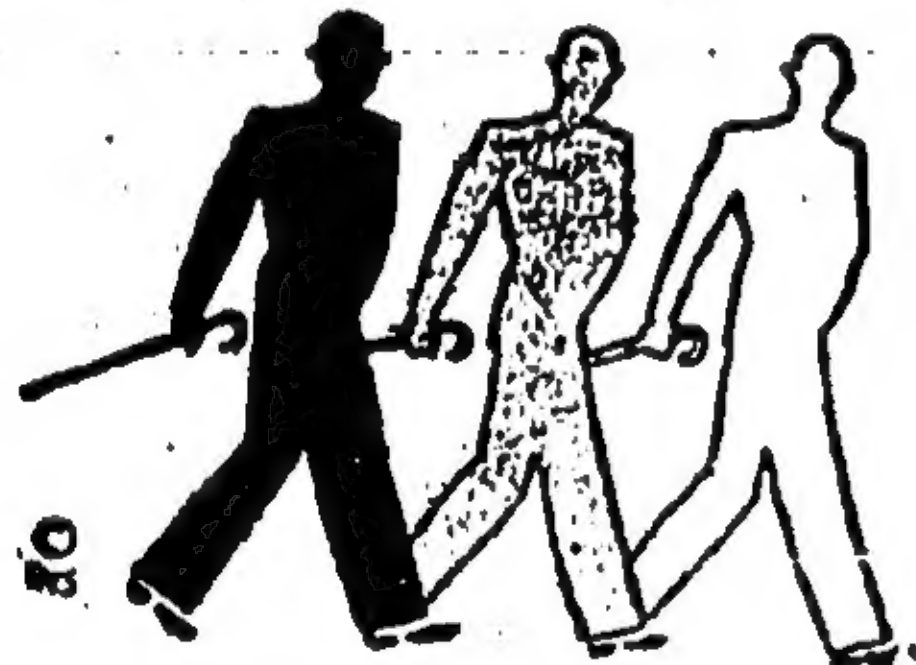
Wednesday, April 15th.

CLOSING

Saturday, April 18th.

EVENING SHOES
20% Discount
ODDMENTS at CLEARING PRICES.

the 3 WISE MEN



It is better to be fit than fat. That is why they drink

STILCO

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COUNTRY ALE

Sole Distributors:—

H. RUTTONJEE & SON

URODONAL
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Asiatic Building, Tel. 20845.

WOMEN'S WORLD

FOR OUR LADY READERS.

Smart Sports Wear.



Whether actively engaged in outdoor sports or not, the 1931 sportswoman can be charmingly attired in the most feminine and flattering things, according to Paris.

Left—For Eileen Bennett, popular British tennis player, Jean Patou has made an ensemble consisting of a dress of white tulle-crepe, with a most interesting tucked effect at the waist and inverted pleats all the way around. Three crystal buttons and a little collar adorn it. The pearl wool cardigan is beautifully tailored and the little white tennis hat, with a visor like a polo player's, has a tiny pom-pom of red ribbon.

Right—The outdoor woman will feel perfectly at home in an ensemble Patou created for Cannes, all-white with summer ermine contrasting delicately. The tailored frock is of white marocain, with a leather belt of beige to match the fur and the coat is of vigogne cloth. An all-white hat tops it.

YOUR CHILDREN.

[By Olive Roberts Barton.]

When our children grow up they are going to be precisely like all the millions of children who have grown up before them.

That is, they are going to be human and to be human is to remember.

If we stop a moment and draw a mental picture of that future, we parents will find ourselves hoping that their memories will hold only the golden moments of childhood.

And to a certain extent that it true. The business man dreams of the old swimming hole; the woman, of her first party or her first big doll. Both of them remember happy family life and sigh over the thought that they did not appreciate it when they had it.

But there are other things in their memories not so pleasant, things that stick and still sting—the times they were scolded unjustly, punished, shamed, mistreated.

They Don't Always Forget.

These are the things we are hoping that our own children will forget when they are grown, but they won't; for every time a child is cut deeply by an unpleasant thing it leaves a mental scar that he seldom outgrows.

We think of life as present. Only too soon it is past. They say

now that there is no time, but as long as there is memory there will be time. We are too likely to discount our mistakes with children as something that will blow over, for the parent who will not acknowledge that he makes mistakes is very foolish indeed. We continually mistreat our children.

That last statement is a pretty strong one, but I hear things like this occasionally and you may judge if it is not true:

A young woman said the other day, "Every time I differed with Mother and offered an opinion of my own when I was little, I was told I was impudent. Sometimes I guess I was rather persistent in trying to put an idea over so perhaps I got a bit strong when I met opposition, but now that I think of it I don't believe I was ever really impudent once."

Don't Incur Resentment.

This case is mild. How about children who are punished without any justification whatever on the part of the parent except that he or she is angry? All children are impulsive, forgetful, mischievous. Mischief itself is no crime, we now know, for it is prompted by natural energy and curiosity. I don't give a snap of my finger for a child who isn't all three.

Our words cut like whips, our own actions burn and scar. Children remember and no such bitter memories add to the happiness of life.

Don't let the children grow up resentful of their early treatment.

TO-DAY'S RECIPES.

Some Tea-Time Suggestions.

Devonshire Split.
These teacakes are great favourites, and they are quite easy to make at home.

Put ½ oz. castor sugar and ½ oz. yeast in a basin and beat together till they become liquid, then stir in ½ pint tepid milk. Mix 1 lb. flour with a pinch of salt and stir gradually into the milk, etc.; add 1 oz. butter (melted). Mix well, then put the dough in a warm place for three-quarters of an hour to rise. Form into small rounds, put on to a floured baking tin and bake in a quick oven for about 15 minutes. When wanted, split and spread with raspberry or strawberry jam and a layer of whipped cream.

Jumbles.

These old-fashioned cakes are greatly loved by children, and if you roll them up and fill the hollows with whipped cream they make very attractive cakes for tea.

Put 4 oz. golden syrup into a saucepan with 2 oz. butter; when melted stir in 4 oz. sugar, 4 oz. flour and ½ teaspoonful ground ginger. Mix thoroughly, then put a teaspoonful at a time on to a hot baking tin, leaving a little space between each. Bake for 5 minutes and roll up while hot.

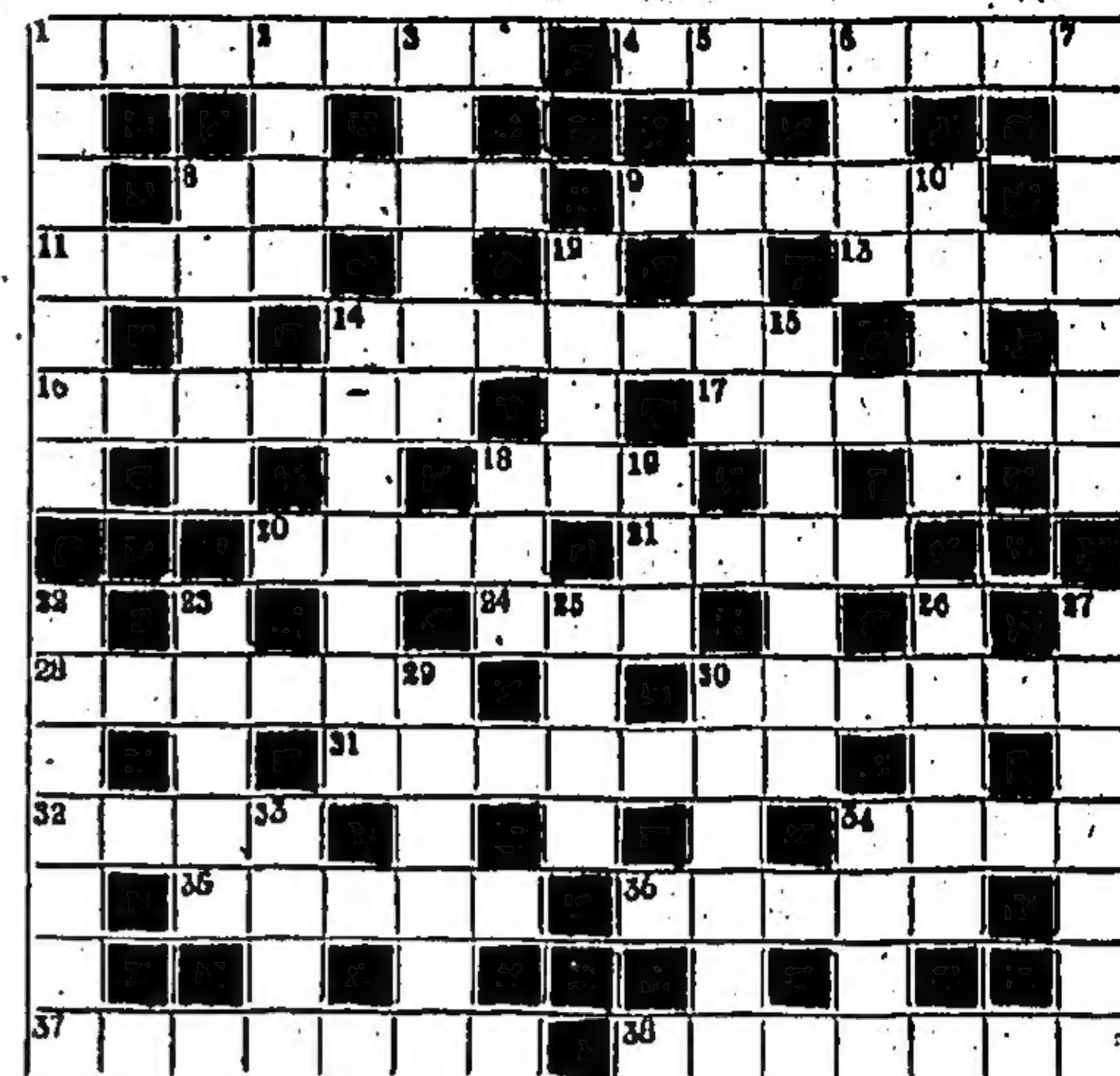
DOG DOOR STOPS.

Painted rubber dogs now guard many doors, keeping them open just as much or as little as you like. And if a gust of wind should slam the door, the soft rubber paws cannot rub or chip the paint.

Very Smart.



OUR BRITISH CROSSWORDS.



Across

- 1 A vegetable placed in the right part of a church will help to pacify.
- 4 Van Eyck belonged to this school of painting.
- 8 Why did the whale wail? Because this.
- 9 He swore the bitterest oaths of vengeance, daring them to follow Ernest (hidden).
- 11 Perishes.
- 13 You may buy a watch on this and hope the watch will this too.
- 14 Ill.
- 16 As is only right, there is something very proper about this champagne.
- 17 "The whole machinery of the State, all the apparatus of the system, ... end in simple bringing — good men into a box." — Brougham. "Present State of the Law."
- 18 An essential part of any agency.
- 20 This is greatly increased in importance when set before nothing.
- 21 Have.
- 24 Within hearing.
- 28 Associated with violent exercise in the vicinity of a rugged rock.
- 30 For ever.
- 31 A paragon of efficient packing in oil.
- 32 Don't let your ear deceive you — this row will never lead to tears in the most tender-hearted.
- 34 A musical stigma.
- 35 Necessitous.
- 36 May grow loudly at some future date.
- 37 To hit her seems unmanly, but it is essential to that end.
- 38 Roll on wheels.

Down

- 1 One long step—across a horse.
- 2 Trees in which rooks like to nest.
- 3 Who is she? Why, daughter of the Duke of Milan.
- 5 Concealed, partly in a tent.
- 6 Defensive ditch.
- 7 What part of London names a horse?

- 8 You might guide this young ox, without trouble, apparently.
- 10 A good one is essential to the holding of property, and helpful to the sales of a novel.
- 12 Even mugs may be—and frequently are—well satisfied with themselves.
- 14 I am after two identical articles, and am a most famous liar.
- 16 The action of the starpart in a poem expressive of childish wonderment.
- 18 Held by fate.
- 19 Connects both ends of the ferry.
- 22 Excuse.
- 23 After the Opera who noticed Edward was a little tired (hidden).
- 25 Helps.
- 26 This place of timber may be made by a carpenter—or a billiard player.
- 27 Attribute this to a writer.
- 29 In front of a Cliff this familiar form of address is associated with humour.
- 30 Hope's emblem.
- 33 Parting with it has this the heart of many a hard-up Irishman.
- 34 Examine carefully and count feet.

Yesterday's Solution

CHINA PATRIOT TU
CRIME OLD ENVD
ANGELUS NICE
ABEL VALROUS
GLITTERING BABY
CREED ENTICED
SYBLA I UMBRA
FELIMPOSES
EASEL ETT TRAIT

STICKERS

JGDCH
IFA'BE
BIBDEB
Can you assign the numerical value to the letters so that the above words are as an addition sum?

RESIGNED OR NOT?

JAPANESE CABINET LOOKS THINGS OVER.

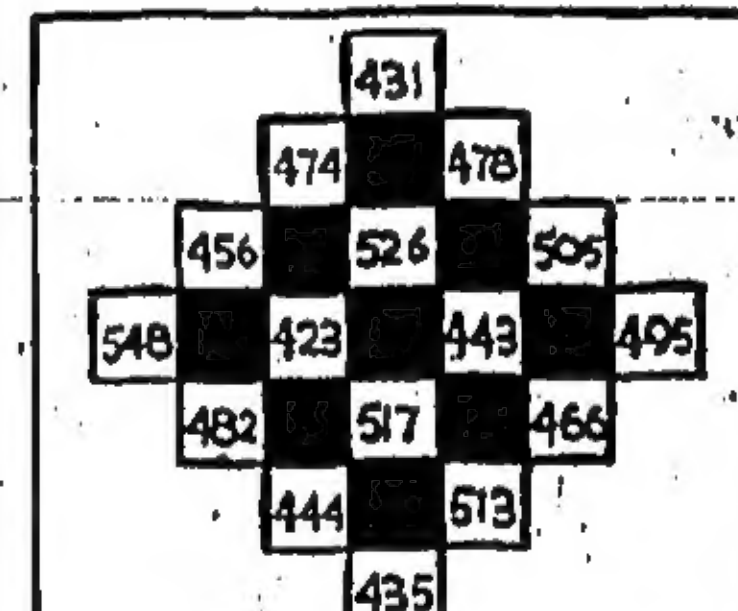
Tokyo, Apr. 10. According to an extra edition of the *Asahi*, Mr. Ugaki, has already tendered his resignation, and left Tokyo for the country. This has not been confirmed.—*Reuter*.

Premature Report.

Tokyo, later. The report of Mr. Ugaki's resignation apparently arose through his remarking that he was prepared to resign if the Cabinet resigns.

Under the terms of the Japanese constitution, the resignation of the Cabinet does not entail the resignation of either the War or the Navy

Yesterday's Solution



This shows how the white squares can be filled with numbers so that they will add to 1509, either horizontally, vertically or diagonally.

Minister, unless they do so voluntarily.—*Reuter*.

Wakatsuki Willing.

Later. Mr. Wakatsuki, in an interview with the *Minseito* leaders, stated that he was prepared to consider acceptance of the party presidency in succession to Mr. Hanaguchi.

It is expected that the final decision will be given to-morrow. In accepting the presidency, Mr. Wakatsuki is virtually certain to succeed to the Premiership shortly.—*Reuter*.

FRECKLES AND HIS FRIENDS



Sh-h-h!!

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Pyeris

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"Gold Diggers of Broadway"

- | | |
|--|-----------------------|
| 22027—Painting the Clouds with Sunshine | Goldkette's Orchestra |
| Tip-Toe thru the Tulips | "Johnny Marvin |
| 22113—Tip-Toe thru the Tulips | "Jesse Crawford |
| I'm painting the clouds with sunshine | "Jesse Crawford |
| 22242—Tip-toe thru the Tulips (Organ) | "Gracie Fields |
| Chant of the Jungle | "Gracie Fields |
| B-3291—Painting the Clouds with Sunshine | "Gracie Fields |

"Say it With Songs"

- | | |
|---|-----------------------------|
| 1425—Little Pal | John McCormack |
| I Love to hear you singing | "Jesse Crawford |
| 21951—Little Pal (Organ) | "Gene Austin |
| Why Can't You? | "Gene Austin |
| 21952—Little Pal | "Shilleret-Victor Orchestra |
| Why Can't You? | "Olsen's Music |
| 21953—Why Can't You? | "Olsen's Music |
| Used to you | "Olsen's Music |
| 21954—Little Pal | "Arnheim's Orchestra |
| I'm in Seventh Heaven | "Arnheim's Orchestra |
| 22056—Now I'm in Love | "Paul Oliver |
| One Sweet Kiss | "Paul Oliver |
| 22091—When you come to the end of the day | "Paul Oliver |
| Mem'ries of One Sweet Kiss | "Paul Oliver |

"What a Widow"

- | | |
|---------------------------|----------------------|
| 22531—Love is like a song | Reisman's Orchestra |
| Say "Oul," Cherie | "Reisman's Orchestra |

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Incorporated in Hongkong.
25, Queen's Road C. and Stable Road.

The Hongkong Telegraph.

SATURDAY, APRIL 11, 1931.

THE NEED OF GREATER CO-ORDINATION.

Not once, but on many occasions, has evidence been forthcoming of a regrettable lack of co-ordination between various Departments of the Hongkong Government in dealing with matters which concern more than one branch of the service. This week, there was a further most illuminating instance of this provided in the case in which well-known Chinese wine and spirit merchants were prosecuted on an allegation of having made material alterations to a bonded liquor warehouse, contrary to passed plans. With the merits of the case, the public cannot have been greatly interested, though to the firm concerned the matter was a serious one. As events turned out, the prosecution was unable to sustain its case, the evidence called being regarded by the Magistrate as unconvincing. Most people who read the reports of the case, however, must have felt some measure of sympathy for concerns placed in similar circumstances when dealing with the Government—told to do one thing by one Department and then receiving diametrically opposite orders from another.

In the case under notice, at least three Departments were concerned, and the question of whether or not a certain opening should be permitted seems to have been viewed by each from its own particular standpoint, irrespective of the attitude of the others. Questions of ventilation, fire safety measures, and possible facilities for smuggling were involved, and it seems to have been nobody's business to attempt an adjustment of the several viewpoints. It was evidently the old, old story of Departments working in watertight compartments, each oblivious of the claims of the others, with the company concerned subjected to cross-fire from all directions. It is when the public reads of instances such as these that doubts arise whether the Government will ever learn to conduct its affairs on a business-like basis. If the same spirit of internal discord and lack of co-operation were the rule in commercial establishments, the Colony's business houses would be completely disorganised. One would have thought that in matters of this kind, where more than one Government Department is

concerned in a question, some machinery would be in existence whereby points of variance could be cleared up to the mutual satisfaction of all affected. But seemingly the Government does not work on these lines; at any rate, in the case under notice there was a lamentable lack of co-ordinated effort.

Quite apart from the annoyance which is caused to those who are the victims of this lack of system in governmental activity, endless delays and waste of effort must result from it. In Shanghai recently, the Municipality has been dealing with this question of co-ordination, and the creation of a series of Inter-Department Committees has been found to produce most beneficial results. Much inter-departmental correspondence has been rendered unnecessary and considerable duplication has been avoided, whilst, even after a reduction in staff, a great improvement in administrative work and in the despatch of public business has been registered. The adoption of such a system by our own Government should be equally satisfactory in results. It would cut out much of the red-tape associated with Government work and by bringing appropriate officers of the various Departments into close contact one with the other, it would render practically impossible such confusion and muddle as were revealed in the case on which these comments are based.

Extrality Crisis.

Dr. C. T. Wang's pronouncement on the progress of negotiations for abolition or modification of extraterritoriality is, unfortunately, full of ambiguity. The one thing clearly discernible is that the Nanking Foreign Minister is not too pleased. The Powers, we imagine, have offered him half a loaf when his mood prevents him from accepting it as better than no bread. The vital points at issue are not disclosed, though they are apparently of sufficient importance, in the eyes of the Chinese Government, to justify a threat of a breaking off of negotiations if concessions are not made to their demands. Strangely enough, Dr. Wang begins by stating that the goal of the Chinese people's ambition is within reasonable and measurable distance and concludes with veiled threats, the tone of which we can only regret. If there is a reasonable limit to acceptance of risks, China has not yet learned how to hasten slowly. Any plan, however bold, which will solve the problem, will be heartily welcomed by all foreigners. The principle of abolition is accepted on all hands. But the solution must possess characteristics adequately safeguarding foreign lives and property, effectively affording protection and justice for foreign nationals. The issue is the most serious of the many which have been the subject of Sino-foreign negotiation since Chiang Kai-shek's great march from Canton, and every step must first receive the most careful consideration. Britain and America, according to Dr. Wang, are more favourably disposed to the taking of big strides than certain other Powers, but there is a hint that these two Powers are also insisting upon a period of transition before extrality goes for good and all. Dr. Wang complains that China is the only country in the world in which extrality still exists, in which he takes no account of the fact that in no other country have the Powers to study a problem of such complexity. He does not realise or recognise the difference between Government willingness and Government effectiveness. Until this difference disappears, extraterritorial safeguards cannot be lightly discarded. The spirit of accommodation must not be expected unilaterally, any more than abrogation of treaty rights lends itself to unilateral action. We trust Dr. Wang will come to see that insistence on gradual abolition at this time is not based solely upon interpretation of a treaty clause, but on a sincere desire to meet, at the same moment, the wishes of the Nanking Government and the needs of foreign nationals and interests.

DAY BY DAY

WHATEVER CRUSHES INDIVIDUALITY IS DESPOTISM, BY WHATEVER NAME IT MAY BE CALLED.—J. S. Mill.

At the Rotary Club tiffin on Tuesday, Rev. E. G. Powell will speak on "Community Service."

The Gazette gives the rates at which letters will be accepted by the Hongkong Post Office for transmission by U.S. Air Mail services.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th inst., at 10 o'clock in the forenoon.

The programme for the return of H.M.S. Cornwall to China has been amended, her departure from Hong Kong being delayed five days. She is now due to arrive here on May 5.

The King's Exequatur empowering Senior Don Jose Salas to act as Peruvian Consul General at Hongkong with jurisdiction in Ceylon and the Straits Settlements has received His Majesty's signature.

It is notified that at the expiration of three months the Mow Hing Steamship Company, Limited will, unless notice is shown to the contrary, be struck off the register and the Company will be dissolved.

During the quarter ended March 31st, there were 43 samples analysed under the Sale of Food and Drugs Ordinance. All were genuine excepting three of cheese and one each of fresh milk and condensed milk.

Mr. Lee Gook-chow, manager of the Wing On Co., Hongkong, and Mrs. Lee announce the engagement of their daughter, Ruby, to Mr. Chan Leung-pun, a returned student from the United States, who has just been making a tour of Europe. Miss Lee is the sister of Mr. Lee Pui-tong, B.A., (Hongkong), sub-manager of the Vogue Co. at Shanghai.

It is hereby notified that the Government proposes to erect a public latrine at the junction of Cedar Street, Portland Street and Yu Chow Street. If any owner or occupier in the immediate vicinity of the site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, 17th inst.

Members of the R.A.O.B. Club and their friends had a merry time last evening when a regatta dance was held at the Garrison lecture hall at Wellington Barracks. Mr. A. E. Manwaring, the president of the entertainment committee, and his colleagues, are to be congratulated on the arrangements, which helped to make the dance a very enjoyable affair.

SUGAR MARKET.

THE LATEST CABLE QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.
March 1932 7/3½ down ½d.
May 1931 6/6½ down ½d.
August 1931 6/9 no change.
December 1931 7/-½ no change.
New York Terminals.
March 1932 1.63 down 1 pt.
May 1931 1.30 down 2 pts.
July 1931 1.30 down 1 pt.
September 1931 1.46 down 2 pts.
December 1931 1.55 down 2 pts.
London 10/4/31.—Conference agreed to release 5% segregated stocks when two cents reached. Progress satisfactory.

FACE HER FORTUNE.

By BARBARA HEDWORTH.

"PRETTY? No, but she has a good brain, charm—" This remark is heard over and over again. It is said more often that not in a kindly manner, insinuating how in these days prettiness—and even sheer beauty—has ceased to be of real importance where a woman is concerned.

This is utter nonsense. Physical beauty counts just as much as it ever has done, even though people may argue that if a girl has brain she can thrust herself into professions and jobs which have hitherto been the prerogative of the male; that if she has charm her fellow-creatures will be blind to her sallow complexion and the lack of uniformity of her mouse-coloured hair.

Beauty is every bit as much an asset to a woman as it was fifty years ago, when the ugly duckling was grimly resigned to being the favourite "auntie" to her more-favoured sister's children. Beauty counts when a girl goes job-hunting. It is not that men mean to be unfair, and the business magnate would hate to think that his decision when engaging a secretary depended on a pretty face. Nevertheless this is true.

The plain girl may have excellent business qualifications, but the pretty one (with a smattering of typing and "I can take down in shorthand if you don't go too quickly") invariably gets the job. The great man justifying his choice in the reflection: "Anyhow, she has a good appearance."

Even when the engaging of typists falls to the lot of a woman, a pair of limpid eyes or a particularly provocative red mouth wins against speed tests and an exceptionally good knowledge of filing.

For, strange as it may seem, women are deeply influenced by beauty in one of their own sex. Optimists always, they like to believe that beneath that lovely countenance lies a soul of pure gold.

The success of the beauty-parlour is an outstanding proof of woman's realisation that beauty counts first and all the time. Hours spent in comparative discomfort while the blemishes are hidden with all the art and craft possible, are to her hours well-spent.

Consider what manner of women would be produced if these hours were spent in the study of business methods. There may be some people who wish that these hours were so spent; but these people will include few women.

The adage "Beauty is only skin deep" may be true, but to the beautiful one it simply does not matter.

Always Plenty of Admirers.

What does it matter, if she has a fickle nature, if men discover that she has no conversation and dances abominably? As soon as one finds out the errors of his ways there will always be another to fall spellbound to the delicate contour of her profile, and to gaze in wonder at the fascinating sweep of her eye-lashes against a demure pink cheek.

Then, when it comes to finding a husband, which is after all at most every woman's ultimate goal in life, arrogantly she can take her choice, snapping her fingers at that pleasant young woman who

is always ready to do someone else a good turn, but who cannot see across the road without her glasses; at the heiress, who is quite a darling when one can forget that she lacks beauty.

For even in these materialistic days we all worship beauty above all other virtues. The story of Cinderella still holds good, for you will remember that Prince Charming fell in love with her at first sight, long before he had time to discover how good she was to her ugly sisters and that it was she who made the ples and kept the house in order. He was—as he always will be—dazzled by her beauty.

It is not suggested that to have brain and charm, and what I will boldly call all the other minor feminine assets, counts for nothing.

To Attract Men.

Beauty competitions reveal the enthusiasm that can be roused over the question of physical charm. There is seldom any lack of entries, and seldom is any easy to decide upon a winner.

While a man may never raise a woman for her brains or her business ability he is ready to acclaim her beauty.

After all, a woman's chief aim in life is to attract men. Therefore, although the clever girl may be a man's helpmate and intellectual prop, though the kind one is his very dear friend, it is to beauty that he kneels as a loyal subject to his queen.

Even children are attracted by beauty in women. It is heart-breaking to see how they run to the lovely lady who casually pats their head, whereas they shudder when told to kiss the kind but unprepossessing aunt who has brought them all these sweets.

So if I had had any say in the matter of gifts to be bestowed on me by fairy godmothers at any birth, I should have squealed loudly, lustily: "It's beauty I want! Give me a lovely face and a slim figure: don't worry about my brains or a sweet nature. Money does not matter to me, either—my face will be my fortune."

Of course, it may sometimes happen that beauty, brain and charm are combined in one woman, but I have yet to meet her, and if I do I will gladly pay the homage which is a goddess's due.

Ruthless Women.

By FREDK. GRAVES.

"WOMEN don't often take to a serious crime," I read in a report on the American gang that was led by a woman.

But someone else has said: "The snake sloughs its glittering skin, and woman is not always the angel in the home. She can adopt a criminal career very easily when it suits her purpose—and her pocket—and beat the clumsy brute man all round!" So there!

Women have been sent to prison; have expiated their erring ways on the scaffold; and have lured gentlemen to the devil in spite of their baby angel faces and innocent blue eyes.

It all seems rather a nasty sort of libel on women.

—And Murder.

But I don't know. Truth is not always palatable; and there is at least this much in it all, that there have been many famous woman criminals in history, and the woman has always used her sex and beauty as lure, spy, watcher, decoy, plotter, planner, and actual perpetrator of things not considered nice and genteel.

But the things she does are usually characteristic of her special and peculiar mentality and exploit her essentially feminine traits.

She rarely does a real burglary or a robbery with violence, even against her own sex. She leaves those things to man and relies more on guile than on physical strength. And murder, except for the removal of a rival or serious obstacle, is not in her regular line, and if she does go so far, it is generally the insidious poison she selects to do the trick.

She generally chooses an accomplice, if she needs one, from the other sex, since she is always apt rather to distrust her own kind. On the other hand, a man does not rely on a woman very often because he feels instinctively she may be a slave to her peculiar sensibilities and may allow her likes and hates to have too much play. She is apt to develop jealousies and passions, provoke disputes that may be fatal to success.

(Continued on Page 7.)



"Maybe I'd better run in first, George, and let the little lady know we're having a guest for dinner."

FREE At the illustration suggest, with free wheeling your engine may be idling at 40 miles an hour while the momentum of your car is turning the wheels at a speed of 40 miles per hour.

WHEELING

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(INCORPORATED IN HONG KONG)

Hongkong Telegraph.

Pictorial Supplement

April 11th, 1931.

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Office-bearers of Union Church, Kowloon, which was formally opened yesterday. Left to right, front row: Mrs. Foreyth, Mrs. Groundwater, Mr. G. R. Leib, the Rev. J. H. Johnston, Mrs. Johnston, Mr. D. F. Warren, Mrs. A. Lang and Mrs. S. Nelson; back row, Mr. A. H. Gardner, Rev. F. Short, Mr. J. J. Cornelius, Mr. D. Gow, Mrs. D. Harvey, Mr. R. Taylor, Mr. J. Provan, Mr. J. Revie and Mr. E. Othen.



Union Church, Kowloon, situate on Jordan Road, which was officially opened by His Excellency Sir William Peel yesterday.



His Excellency Governor Oliveira of Macao being greeted at the entrance to the Municipal Hall on his arrival to assume his post. With him are Dr. J. Magalhães (right) and Major J. G. Andrade.



Photographs taken at the annual Spring Festival by students of the Quarry Bay School. Left, the kiddies in the Maypole Dance; right, little Miss Gwenneth Waldon, May Queen, presenting a basket of flowers to Lady Peel. (Photos: Ming Yuen Studio).



Above are the teams which met in the final of the Senior Shield Competition. South China, on right, won by six goals to one from the South Wales Borderers, seen on left. (Photos: Mee Cheung).



Apollo (Mr. Frost up) being led in after winning the Easter Stakes at the Races last Saturday. (Photo: Mee Cheung).



Dr. J. Magalhães, Officer Administering the Government at Macao, untying the ribbon to inaugurate the commemorative arch erected in honour of Governor and Madame Tamagnini Barbosa.



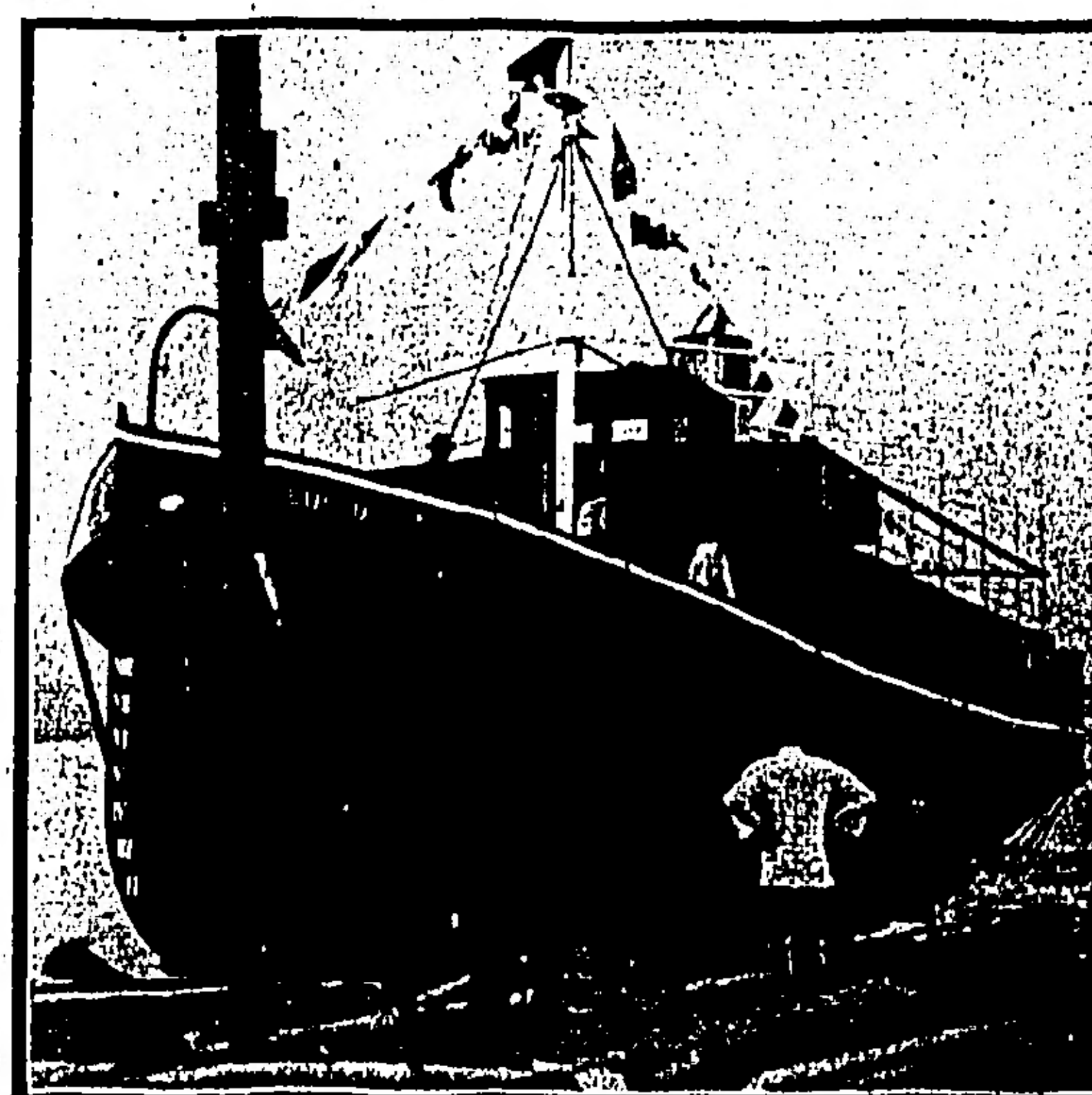
A recent wedding which attracted much notice was that of Mr. Sai Wa Liang, B.A. (Oxon) and Miss Mary Ho, who are seen above with bridal party. The bridegroom is the youngest son of the late Sir Chentung Liang Chen, whilst the bride is well-known as the eldest daughter of Mr. and Mrs. Ho Kwong. (Photo: Ming Yuen Studio).



Mr. Sai Wa Liang photographed with his bride after the wedding. (Photo: Ming Yuen Studio).



The "Lyceum Beams" Concert Party which gave a delightfully amusing programme last week. No; there are no ladies in the party, which is wholly composed of men of the 12th Heavy Battery Royal Artillery. (Photo: A. Hing).



Left, the ferry-boat Sun-U, built for the Hongkong and New Territories Ferry Co., Ltd., taking the water on being launched at Messrs. W. S. Bailey and Company's yard at Kowloon; right, group taken prior to the launching, Mr. Bailey being fourth from left. (Photo: Mee Cheung).



THE FUTURE OF BURMA. WHAT ITS SEPARATION WILL MEAN.



A marvel of the builders' art is this ornately decorated system of structures comprising one of the many monasteries in Burma. These are built by Buddhists, and virtually all of Burma's 13,000,000 people are of that faith, while the majority of Indians are either Hindus or Moslems.

Whatever results from the final reports of the Round Table Conference in London on the future of India, one thing seems virtually certain: Burma will be separated from India and given some sort of government which will lead ultimately to separate Dominion status within the Empire. At least, this will happen when the natives show enough progress to deserve that form of self-government.

Thus Burma, which since its conquest by the British has been submerged as a mere province in the Indian government, will once more approach something like separate nationhood, a status which it had for many centuries before the British came.

The Simon Parliamentary commission practically recommended the separation of Burma from India. The government of India backed this up. The Burmese Council unanimously declared in favour of it. And now a committee is considering the conditions which would enable Burma to be separated from India.

Differs Widely From India

This committee is not attempting to frame a new constitution for Burma, but is dealing with the general principles which must govern the separation. Later, if Parliament approves, some sort of Statutory Commission will be set up to report on the form of constitution which is at present most suitable for the country.

There never was any real reason for Burma being included in the government of India except one of rough convenience. There were a hundred reasons why Burma should have been kept separate, among them its past history, its racial, religious, social and geographical differences. Burma is not India in any way, shape or fashion. Geographically it is cut off from India by sea, mountain and jungle. Its land frontiers present a practically impassable barrier. It is usually reached by sea

and Rangoon, its great seaport, is 700 miles from Calcutta and 1000 miles from Madras. When it comes to the natives themselves, they have no sort of kinship with Indians, whether the latter be Hindus or Moslems. They differ from them in religion, languages, social system and customs and national dress. The vast mass of the Indians are either Hindus or Moslems by religion. Although Buddhism originated in India, today there are comparatively few Buddhists in India. On the other hand, most of Burma's 13,000,000 people are practicing Buddhists.

Has No Caste System

In India the Brahmins have set up a very rigid and complicated caste system which has endured for centuries. In Burma, the people, being Buddhists, never have had a caste system. Class antagonism is notable mainly by its complete absence. From its earliest days, aside from the once royal house, Burma has known no aristocracy. Being Buddhists, the Burmese have also been tolerant of other religions. The people, men and women alike, are more literate than the Indians, thanks to the schools kept by Buddhist monks, but they are lacking in the higher education some Indians achieve.

There also are darker sides to the picture. The Burmese do not like hard work. Hence hundreds of thousands of India coolies emigrate to Burma to do the heavy labor. The Burmese have not shown any particular aptitude for business. Hence Rangoon is more of an Indian than a Burmese city, with Europeans and then Chinese coming a close second. With money they have come easy-going ways. Hence they have been called the Irish of the Orient. They have not shown themselves amenable to discipline. Hence there are few Burmese military bodies, the army in Burma and the military police being mainly Indian and British. And they are given

to violent crimes, the murder percent in some parts being very Chicagoesque.

But both British and Indians have realized that Burma's inclusion in the government of India is an anomaly. The Burmese will be given some measure of self-government and will have to be trained to have their own civil service and their own military force. The matter of defence is not so important as in India, because the only land approach on the northern frontier has natural defences in the shape of mountain ranges.

Expect Financial Troubles

Finance and customs will prove a more thorny subject. Indian money has been largely spent in the development of Burma and the Indian government will, perhaps, put in a demand that some part of this money be returned.

Then there is the subject of the interchange between Burma and India. At present India cools labour flows freely to Burma, and Burmese rice goes to India. If and when they are separated, the Indians fear Burma may put up the bars against Indian labour. On the other hand, the Burmese fear a tariff wall might be put up against their rice. And Burma is one vast rice field.

But these things can be regulated for the simple reason that Burma will continue to need Indian labour and India will continue to need Burmese rice.

The financing of the country presents no very great difficulty, because Burma, independent of India, would control for the first time her tariff, income tax, salt monopoly and railways. And the country is capable of infinite development, because, though it has a territory equal to that of France, it only has one-third the population of France, which for an Asiatic country is a very small figure indeed.

THE ABBEY.

National Sanctuary of England.

Of all the world-famous churches, none is more celebrated than Westminster Abbey, the national sanctuary of England.

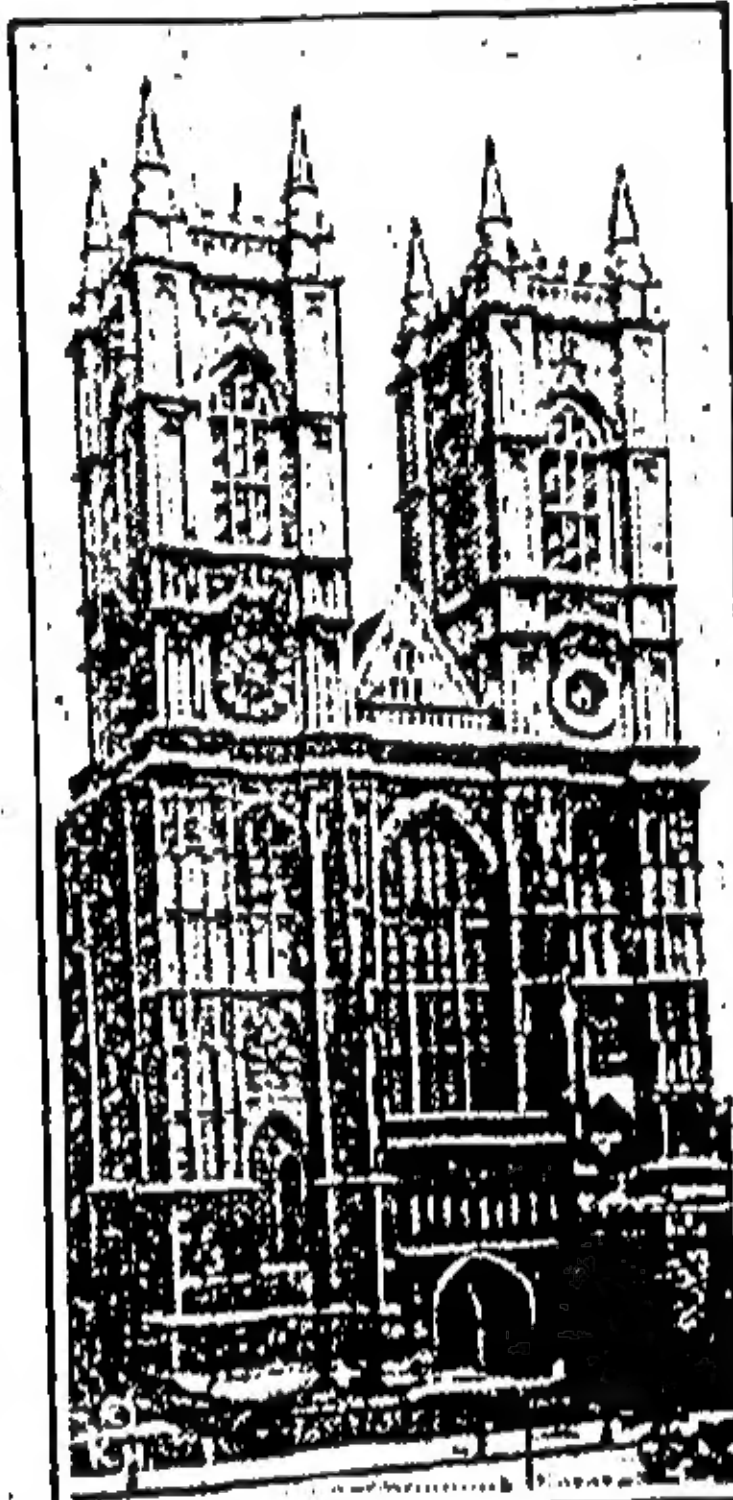
The structure's historic associations, its antiquity and the reverence in which it is held make it the visiting place each year of tens of thousands of persons from all parts of the world.

Westminster Abbey has been called "the history of the English race set in stone." And, truly, there is scarcely a field of thought or of action or a department of science or branch of art which is not represented in its bounds.

No other English church is so closely associated with the national life and history. English Kings since William the Conqueror have been crowned there and the coronation chair, containing the ancient stone of Scone, brought by Edward I from Scotland, still stands in the chapel of Edward the Confessor.

In Westminster Abbey lie the remains of many kings and Queens as well as poets, soldiers, statesmen, theologians, actors, musicians, scientists and other notables of the past.

There Elizabeth and Mary rest in the same tomb. And there, also, are the graves of Mary Queen of Scots, of the statesmen who determined her death and the judge who spoke her doom.



Chaucer, Browning, Tennyson, Wordsworth, Bulwer Lytton and Darwin are buried there.

The first church of St. Peter (Westminster Abbey's official name is the Collegiate Church of St. Peter) is said to have been founded by King Sebert on Thornley Isle in 616. Legend relates the coming of St. Peter himself to hallow his new church.

Edward the Confessor, in 1050, began erection of a new church on the present site. The choir and transepts were built between 1245

and 1258. Henry III took up reconstruction of the church in the 13th century, the nave not being wholly completed until the end of the 15th century. The chapel of Henry VII was added in 1520-20, and the west towers in 1502-20, and the north transept was restored in 1890.

In spite of the many interruptions, the abbey's unity of style is remarkable. It shows the French influence on early English style in its polygonal apse and chapels, the loftiness of the nave, and heavy flying buttresses.

The towers measure 225 feet, and the nave is 102 feet, the loftiest in England. The total exterior length is 423 feet and the breadth is 72 feet for nave and aisles and 203 feet across the transepts.

The abbey was heavily endowed and under special protection of the early Kings of England. It was disendowed during the Reformation as a cathedral (1540-50), but was restored by Queen Mary. It received its present organization under a dean and 12 prebendaries, from Elizabeth.

SUCCESS IN THE FILMS. NO RULES CAN BE LAID DOWN.



Norma Shearer . . . rose from the extra ranks.

successful for a while, has passed out of the picture. Then there are some who claim that the best way of forging ahead is to start in as an "extra." But less than 30 of to-day's notables rose from the extra ranks—and that despite the fact there now are nearly 25,000 persons in those same ranks.

However, the extras who do "arrive" have a pretty good chance of staying on top as long as any film star can. Proof of that came from the \$5-a-day mob.

Gloria Swanson worked as a bathing girl on the old Mack Sennett lot after Cecil B. DeMille told her she never could make good in pictures because of her nose. But Gloria rose to stardom and staved there. Louise Fazenda is another "big name" that spent considerable time in a Sennett bathing suit.

Norma Shearer worked as an extra in New York before coming here to play the feminine lead in two western films. Irving Thalberg, now her husband, offered her a contract at Universal at that time but she turned it down and continued playing as an extra. Later she was signed by the old Mayer studio, which now is a part of Metro-Goldwyn-Mayer, where Thalberg is reigning king.

Ramon Novarro was an extra in "The Four Horsemen," the film that lifted the late Rudolph Valentino to stardom. Jack Muhlhall also worked as an extra in the old Edison studio in Chicago.


Betty Compson became a star largely because she preferred being an extra to going on the stage for a week. While working as a

Clara Bow . . . a beauty contest was her stepping stone to fame.

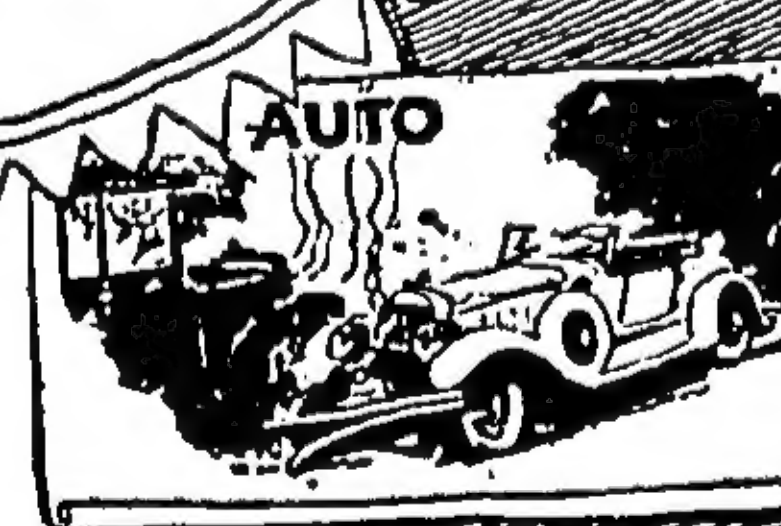


Christie bathing beauty she refused to go out of town to make a stage appearance with some of the other girls in her troupe. Two weeks later she was signed for one of the leading roles in "The Miracle Man," an independent production that made history.

Clara Bow won a beauty contest in Brooklyn, was given a leading role in "Down to the Sea in Ships," and then shoved back into the extra ranks. But it didn't take her long to pull herself out of that class. Adolphe Menjou, Richard Arlen, Gary Cooper, Charles Farrell, Mary Brian, Jean Arthur, Fay Wray, Norman Foster, Frances Dee, Carole Lombard, Lew Ayres, Esther Ralston and Laura La Plante also rose from the extra ranks to the positions of prominence which they now hold.

Then there is the greatest army of all—those who just happened to become stars through lucky breaks. These are the ones who make it impossible to set down any given rules for becoming a star.



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Greek met Greek in a beauty contest in Athens, and stately Chryssoula Rozi, above, emerged as "Miss Greece." Famed as a swimmer and all-around athlete, she also has vanquished the beautiful-but-dumb theory by earning a degree at a French Lyceum recently. She is to compete for the title of "Miss Europe" at Paris.

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Gypsy Colors in the new Spring Styles



Harrold Shaver
director of fashion
for Lord and Taylor,
6th avenue, New York,
who show the advance
models pictured here

This year, for a change, there is no one red, blue yellow or green favored by fashion, and consequently the smart woman may forget the ensemble idea, and go as far as she pleases in colorful self-expression



I. any party becomes a colorful adventure in this soft tea-rose satin evening gown, whose short sleeves have a distinctly flattering, wide edging of sable-dyed Martin.

III. here's a black crepe bolero frock, with gay, Roman-striped silk blouse and a cherry velvet bandeau that has caught the true audacious gypsy spirit.



II. there's something gay and reckless about this demure navy blue dress that splashes its white vestee and cuffs with matching polka dots, finishing with crystal buttons.



4. a vivid yellow velveteen wrap with a square cape collar flaunts its daffodil gaiety over this crisp black faille taffeta evening gown which features a square décolletage.

THIS spring you can be gay and lovely in the colors you like best. Color is the salient theme of the new clothes. There will be nothing depressing in the spring scene this year where the smart woman is concerned. Her purse may be light, but her mood will be brave, and she will wear clothes in which all colors and color contrasts give her the opportunity of complete self-expression.

Once upon a time the ensemble was the keynote of the wardrobe. We went about looking as though we had been dipped from top to toe in paint tubs of Chanel blue, Patou red or Vionnet beige. The inevitable reaction to this phase is one which demands skill and discretion, but the effect in its final analysis is that of happy accident, of unstudied beauty.

There will be no prescribed color this spring and no prescribed form in which color effects may be achieved.

YOU may wear a pale dress under a dark coat or reverse the order. You may select a bright suit with a still brighter blouse or a dark suit with a bright blouse. You may choose vivid accessories for the practical black or navy costume, and so convert to irresistible gaiety, or accent your colorful costume with touches of black or brown.

For evening the beauty of white lace allows for a hundred modifications by way of colorful accessories, but there are, too, brilliant fruit shades or elusive combinations of gray, yellow, blue and coral to lure you from the conservative paths of other seasons.

You may be demure in the faint pastels of Vionnet or desperately chic in the extravagant harmonies of Scotch plaid or candy stripes, but you will rejoice in the stimulation and magic of color. You will accept the challenge of depressing times through the ingenious use of a tangible rainbow with all its cheering implications.

The costumes pictured here lose some of their charm through being interpreted in black and white. The effect of contrast, however, is quite apparent.

I. THIS evening gown of soft tea rose satin achieves chic in three counts—through the color contrast suggested by the bands of sable-dyed Martin edging the elbow-sleeved jacket; through the diagonal inserts in the softly flaring skirt; and through the addition of the gold skein necklace of Patou, which is an outstanding achievement in new evening jewelry.



IV. shining black buttons and a narrow black leather belt make this white Vionnet frock especially smart for the cocktail hour... and a black and white hat brings more chic.

II. THE yearly renaissance of navy blue finds expression in this charming dress with polka dotted vestee and cuffs. Here the color order is reversed and you have the dark frock with bright touches. This is an excellent and flattering example of the versatile afternoon dress. The quaint waist terminates in a peplum. Egg-shaped crystal buttons add gaiety. The hat with the braided satin coil is from Agnes.

III. CASUAL in feeling yet appropriate to many occasions is this black flat crepe bolero dress. The blouse is of gay Roman striped silk, a fabric which is the natural complement to the classic Spanish bolero. The sleeves of this detachable jacket terminate, as many sleeves do this year, just above the wrist. The dress itself is entirely sleeveless, and the black hat is one version of Agnes' famous "Halo" series. A cherry-colored velvet bandeau gives the inevitable touch of color.

IV. MANY women still repudiate the dramatic sheer crepe frock for five o'clock wear because its uses are so limited. Since color has usurped the position of formal black, the simple white Vionnet dress pictured below presents an ideal solution for the cocktail hour. Its shining black buttons and narrow black leather belt make it especially appropriate for wear under a black coat. The simple lines make this frock suitable for almost any semi-formal occasion.

If white, which is rapidly growing in favor for daylight wear, seems a little impractical, this dress is equally lovely in dusty pastel shades. The Agnes hat of white wool jersey and black satin has a rakish cockade over one ear.

V. THE inevitable high point of every woman's wardrobe is the evening costume. The tried-and-true all black gown, in this instance of crisp faille taffeta, maintains its position this season through the assistance of the colored wrap.

The décolletage of the frock worn by the model (and unfortunately not visible in the picture) is of a square cut terminating in a deep V in the back. The huge collar of the yellow velveteen wrap is adjustable, and may be arranged in any number of flattering ways.

Even shoes this season are aware that two colors are better than one. The sandals worn with this costume are of black more piped in yellow.

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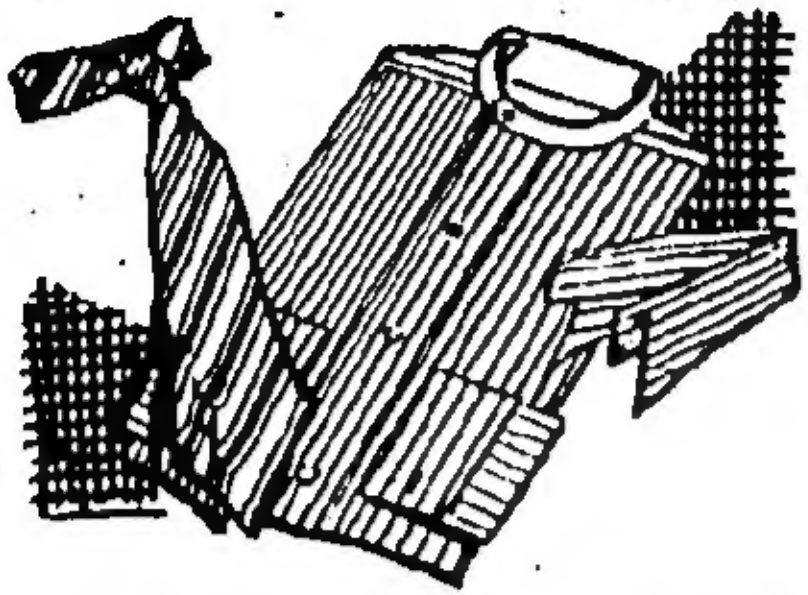
Pictorial Supplement

April 11th. 1931.

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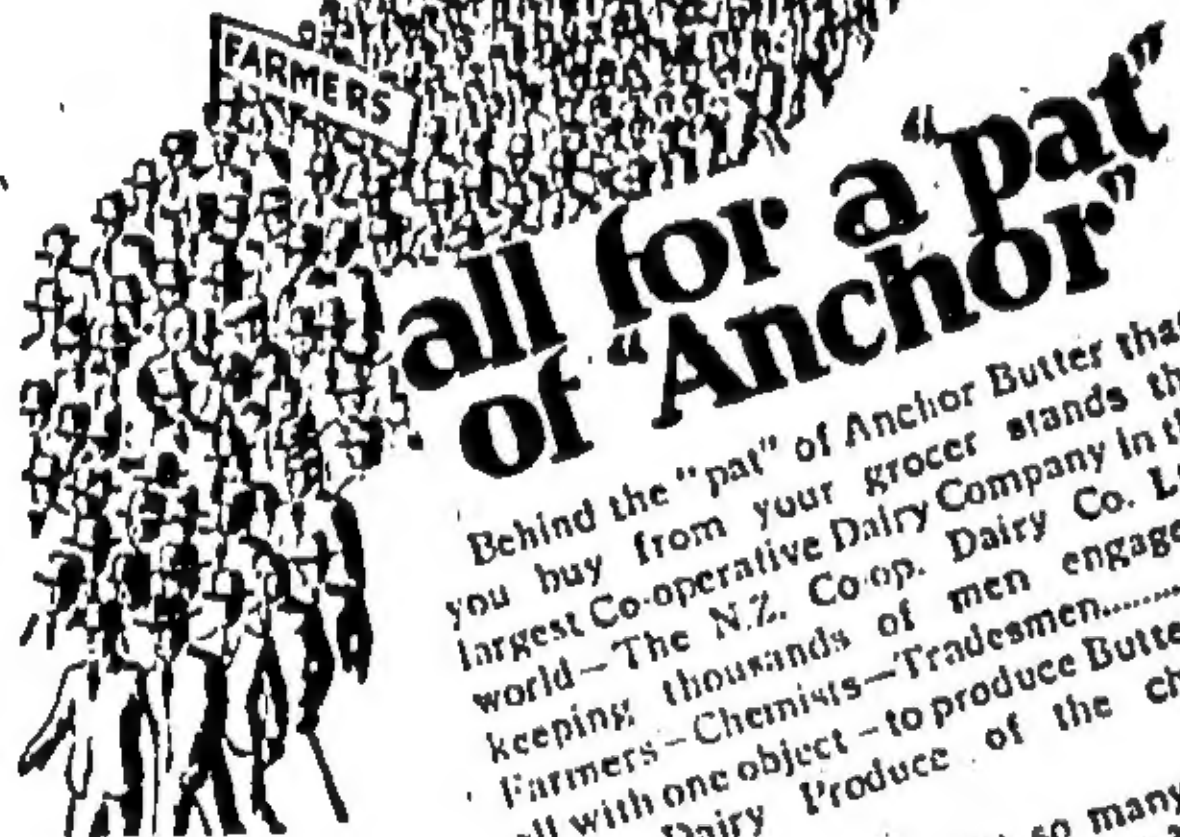
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The Royal Navy football team which won the Junior Shield last Saturday by defeating the Hongkong Football Club XI by three goals to nil in the final. (Photo: Mee Cheung).



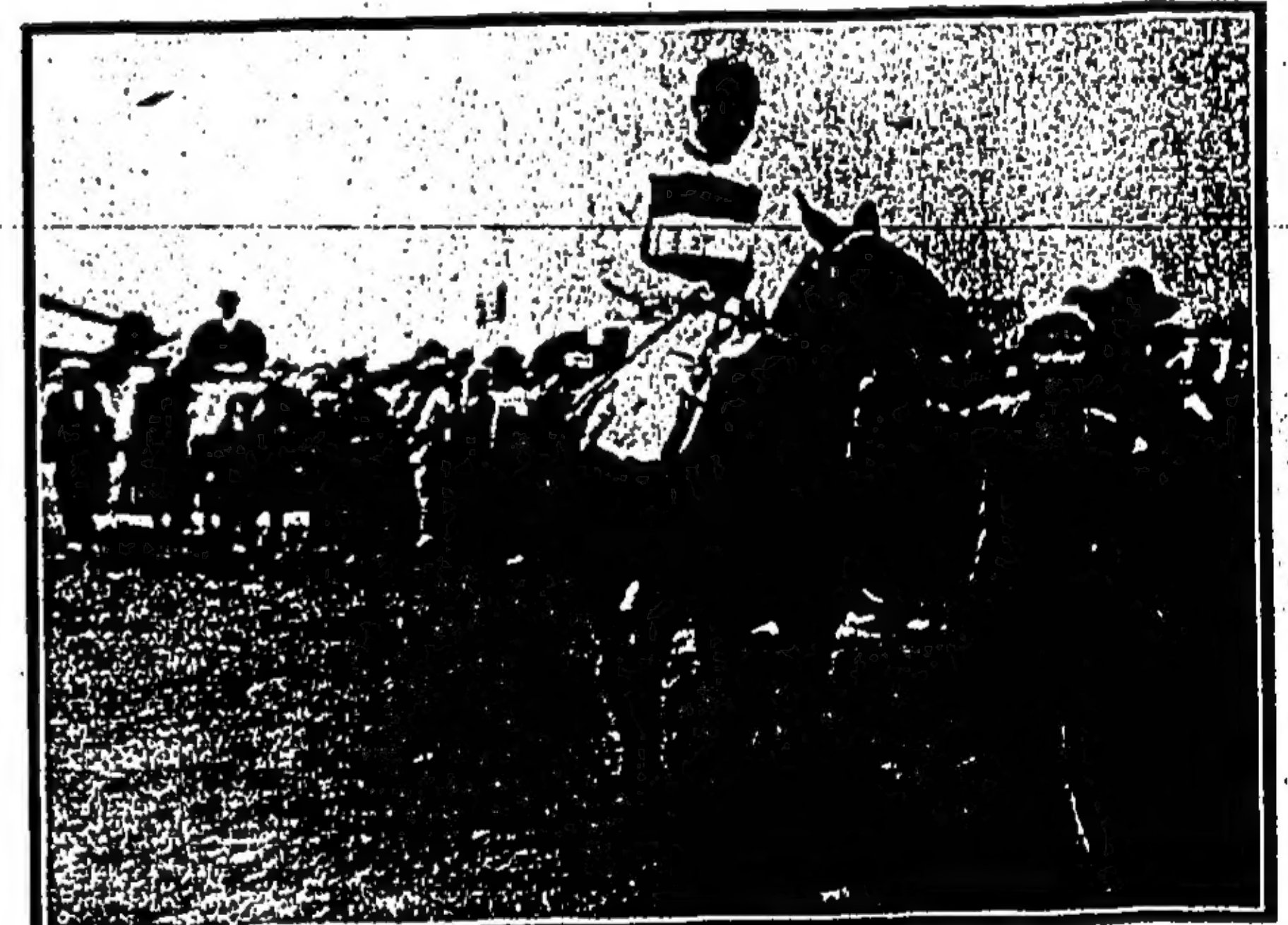
Picture shows Mr. Tong Shao-yi (central figure with felt hat) entering the grounds of the village school at Tong Ka during the ceremony of his taking up the office of Mayor of Chung Shan District. About 20,000 people assembled to welcome the veteran administrator.



The senior football team of the Royal Navy, photographed after the recent match in which the Hongkong Football Club was defeated by six goals to nil. (Photo: Mee Cheung).



In this photograph, specially taken for the *Telegraph*, are seen the members of the Currency Commission now in Hongkong studying the dollar problem. Left to right:—Mr. P. H. Ezechiel, one of the Crown Agents for the Colonies; Mr. W. H. Clegg, Governor of the South African Federal Reserve Bank, Chairman of the Commission; and Mr. G. L. M. Clauson, of the Colonial Office, secretary to the Commission. (Photo: Mee Cheung).



Pacemaker, ridden by Mr. S. N. Pan, being led in after winning the Union Plate at the Races last Saturday. Backers reaped a dividend of \$154. (Photo: Mee Cheung).

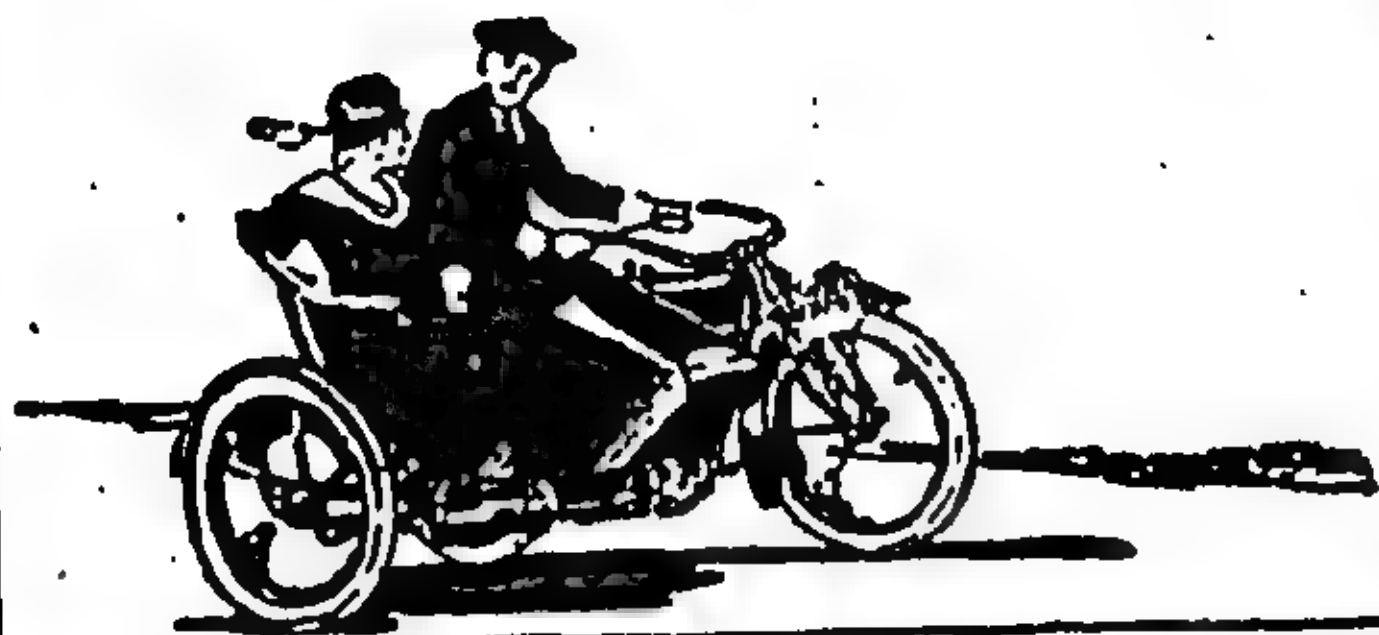


Miss K. Woo, M.B.E., is here seen distributing the prizes at the annual sports meeting of St. Paul's College, which was held on Wednesday of last week. (Photo: Mee Cheung).

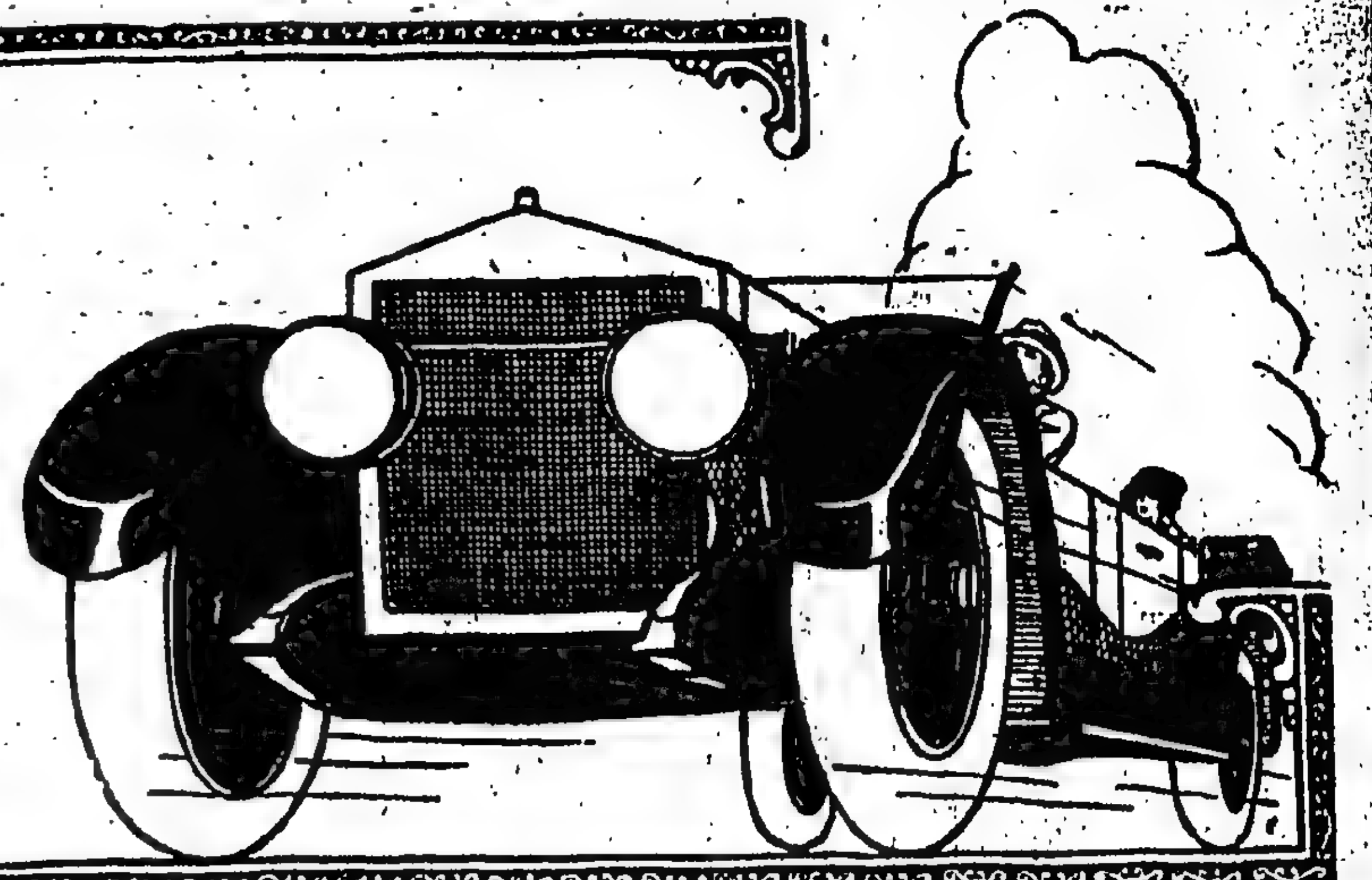


Youthful athletes doing the hurdle race at the annual sports held in connexion with Queen's College recently. (Photo: Mee Cheung).

MOTORING SUPPLEMENT



OF
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SATURDAY, 11th. APRIL, 1931.
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CURRENT COMMENT

Diesel Engines.

Elsewhere in this issue, we give an interesting article recording the progress made in employing crude oil engines for road transport, and the success recorded is indeed impressive. Diesel power units have, of course, proved themselves in very way satisfactory for every type of marine engines, from small launches to huge ocean liners. In Hongkong, during the last few years, many have been installed in launches and lighters working on the harbour, and here again, the utmost satisfaction has been given to owners who have scrapped steam power in favour of crude oil engines. One make of engine in particular has become most popular locally, the Gardner, and in to-day's pictorial supplement will be seen pictures taken at the launching of the Sun-U, built to the order of the New Territories Ferry Company, Ltd., by Messrs. W. S. Bailey and Co.

A Staunch Vessel.

The "Sun-U" is an extremely well constructed ship, and came out extremely well during her recent trials, when more than half a knot over the contracted speed was recorded. She is the second vessel built for this Company, and this fact alone, speaks eloquently for Gardner engines, and also for her builders. The Machinery comprises a Gardner Direct Reversible Cold Starting 4-cylinder Crude Oil Marine Engine developing 152 BHP at 320 r.p.m. The engine is started and manoeuvred by compressed air at 360 lbs. per sq. in., the consumption of air being replenished by a small 2 stage air compressor fitted on the engine itself. Electric Light is supplied by a Lancashire Dynamo and Motor Company's Generator driven off the main shaft, charging a set of batteries so that light is available whether the boat is under way or stationary. In addition a small Gardner Auxiliary set is fitted, this engine driving another electric generator also an air compressor for emergency purposes, likewise a Fire and Bike Pump. The Gardner Engines, L. D. and M. Generators, and Pumps, were supplied by the Agents, Messrs. Dodwell and Co., Ltd., and installed by the Builders. The construction

MORE RECORDS.

Ten Horse-power Saloon
Averages 55 m.p.h.

BRITISH BUILT.

Following closely upon Captain Campbell's wonderful all-British feat at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain.

On a track strewn with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car. The record attempt was run on the Montlhery track within a few miles of Paris, and the car was a 10-h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Brewster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

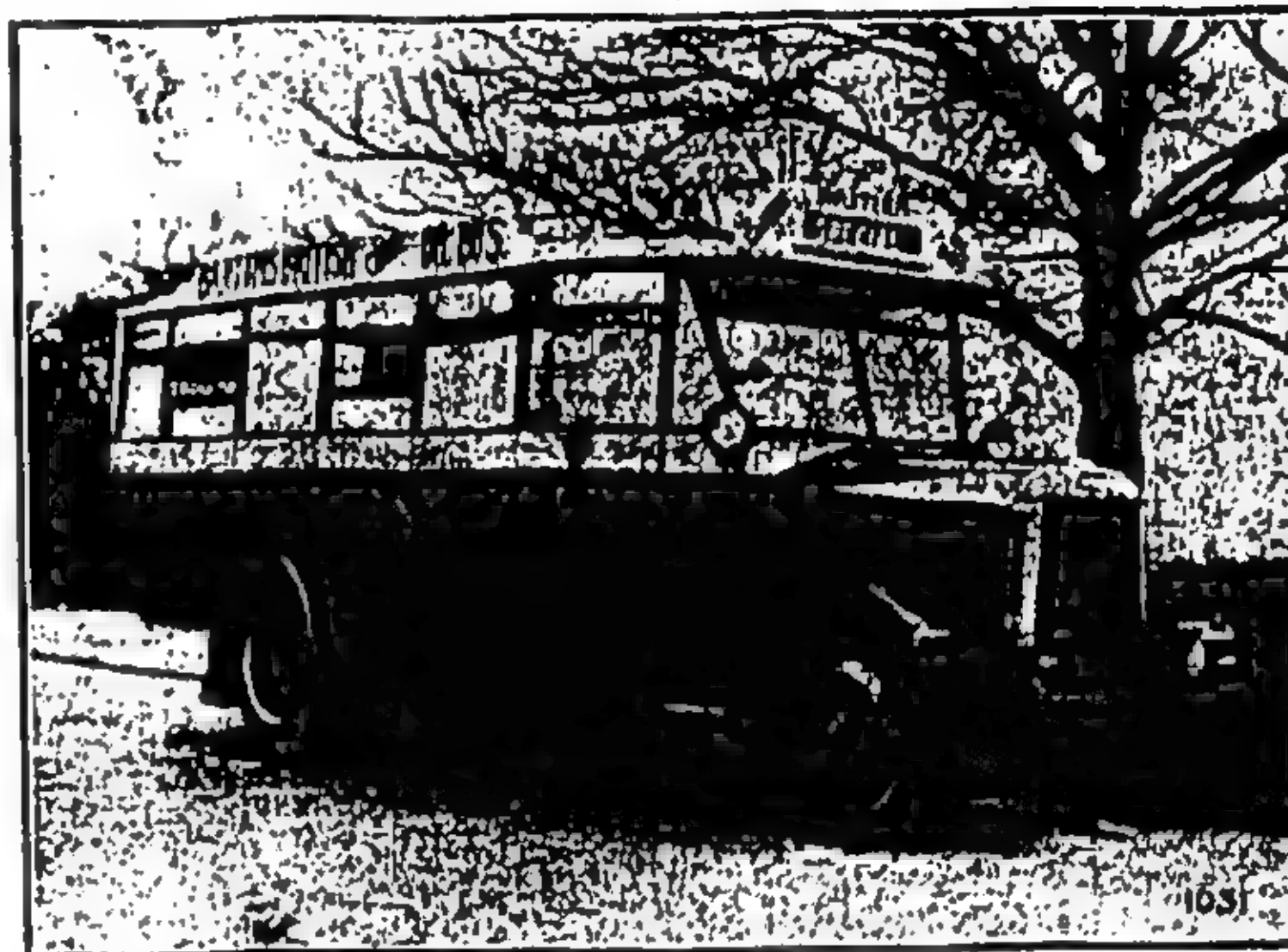
Nevertheless, the little all-British Singer obtained world's records in Class F, covering 4,000 kilometres at 55.8 m.p.h., and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running. Cabling their progress, Mr. Eyston outlined the difficulties he and his fellow drivers, were experiencing. The gales were so strong that the car was several times nearly blown off the track, whilst many of the hurricane lamps used to illuminate the concrete oval at night were blown to pieces. The cold was intense and, to make matters worse, the track became ice-bound.

"Never experienced such arduous conditions. Heavy snow storm, but car running splendidly," ran one of Mr. Eyston's cables. But eventually the weather became so bad that it was necessary to give up the three-day attempt, although only four more hours' driving were required.

The feat is all the more meritorious in view of the fact that the car used was not a specially prepared racing model, but a normal saloon, not stripped in any way, and having a full catalogue specification.

throughout was supervised by Messrs. D. A. Purves and Co., Consulting Engineers for the owners, who were very pleased with the vessel in every respect.

DIESEL ENGINE MOTOR BUSES.



On account of the great economy in running, it is anticipated that Diesel engines will become popular in the future for road transportation purposes. The top picture shows a bus which has completed 55,000 miles for the Barton (Beeston, Notts.) Tramway Company. It is powered with a 38.55 h.p. Gardner engine. The lower picture is of a double-decker used by the Leeds Corporation. It is built on a Crossley chassis and the power unit is a Gardner engine developing 57.80 h.p. These vehicles have proved completely successful.

factor as affecting profits, must be transported half way around the world.

Nearly one-third of the year's inventory consequently is carried on the company's books at all times, as the cycle between contracting for crude rubber in Sumatra and collecting the money from the same of tyres made from that rubber, covers nearly four months.

Coupled with the matter of large inventories is the fact of wide fluctuations in the price of rubber. Selling at 55 cents a pound in 1914, it dropped as low as 12 cents in 1921, rose to \$1.21 in 1925, to-day is about eight cents. A rising market brings difficulties in financial purchases. A falling market means large inventory write-offs.

Rapid Increase of Rubber Industry

Again, is the circumstance that no industry grew faster than rubber during the period 1910-20. With the dynamic growth of the automobile industry, the public was demanding more rubber tyres than existing factories could turn out. Demand exceeded supply. And when this happens prices and profits inevitably rise.

The situation invited competition and competition came. The number of companies making tyres increased in the ten years from seven to 200. Companies started up which could not possibly survive under any but abnormal conditions. And the depression of 1920-21 drove many of these under-financed, inexperienced, weaker companies to the wall and created intense competition among those who remained.

Turn to 1930 and you will find a repetition of the story of ten years before. The factory capacity of 30,000,000 tyres per year, which had been excessive in 1921, became itself. Tyre business more than doubled in the decade. In

1923 and in 1929 some 74,000,000 tyres were sold and factory capacity had been expanded to meet that demand.

Now for the time being that factory capacity is again excessive, and will be for a time. The industry sold 55,000,000 tyres last year. Idle machines are expensive. Overheads are less flexible than sales totals. Fixed charges have a tendency to remain fixed, even though income to pay them is reduced. And so again competition for what business is available becomes acute.

Painful as are these periods of readjustment, it is out of such times that real economies in manufacture and distribution are discovered. There is no prod like necessity. The pressure of competition brings new resourcefulness. The companies who survive come out stronger, more efficient. The public is the gainer.

For with lower priced tyres men can travel by bus or private car more economically, can move their goods by trucks at less expense. More people can afford to own automobiles.

Widening the Automotive Markets.

The tyre industry has done its part to extend the use of automotive vehicles and so widen the market for automotive goods—including its own. The fact that car registration increased from 9,000,999 in 1920 to 27,000,000 in 1930 was due to many factors. But since tyres form one of the larger expenses of car ownership, the fact that one could get twice as many miles in 1930 as he could in 1920 out of a tyre that cost half as much—this was certainly one factor.

And this, in my judgment, is the real answer to the curious criticism that tyres have been made too well. Statistics show clearly that the policy of maxi-

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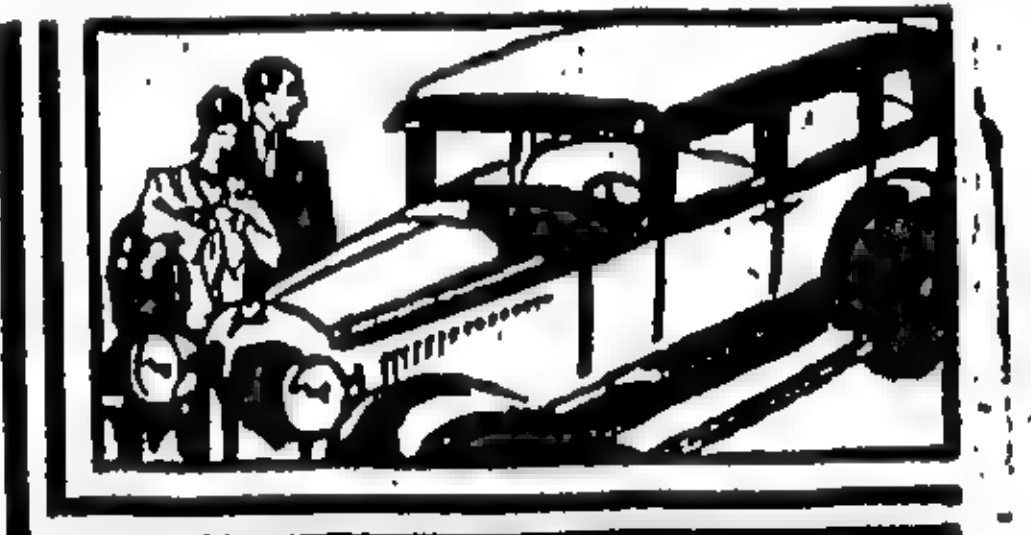
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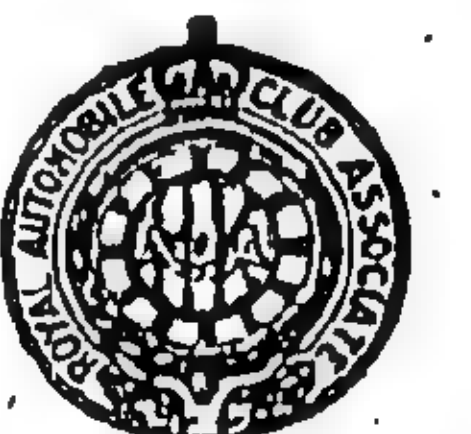
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TO
ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

EVOLUTION OF TYRES.

Balloons That are Too Well Made: Increase of Industry.

Seldom in the history of business has an industry met the criticism that it made its goods too well or sold them at too low a price, writes P. W. Litchfield, President of the Goodyear Rubber Co.

And yet the charge has been made of late that the rubber industry, by cutting prices, has reduced profits that should go to its stockholders. And occasionally the second statement appears that the many improvements in quality have given automobile tyres so much longer mileage that the replacement market is thereby reduced and consequently stockholders' interests are impaired.

Let me point out that no company sells its goods at less than it can reasonably get for them. A corporation is in business to make money. That it should willingly accept small profits or no profits when a fair and substantial income is available for the taking is unthinkable.

Beyond the fact of lower priced rubber and cotton the basic reason for the decrease in tyre prices since October, 1929, is an excess of factory capacity. That condition

has existed before, will exist again. And presently, after a breathing spell, the demand for tyres will catch up with supply.

"Community" Ownership of Company Resources.

The number of people who own stock in industrial corporations has grown by leaps and bounds. Twenty years ago less than 100 people owned practically all of the stock in the Goodyear Tyre and Rubber Company. To-day it is owned by approximately 60,000 people. The close contact with the company's activities and problems which was possible to stockholders then, is impossible to-day. A similar situation exists in the case of most large companies. Consequently some clarification of the situation may be useful.

The difficulties of the rubber industry in depressed times are no different from those of other industries, except perhaps in degree.

Conditions inherent in the business make it somewhat more subject to ups and downs than some other lines of business. For example, crude rubber, the most vital

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ROAD SYSTEM IN FRANCE.

Romans Highways Being Improved.

GREAT INCREASE IN MILEAGE.

Since Caesar's legions first taught the Franks and Gauls to construct wide, lasting highways in the Roman manner, the roads of France have slowly but steadily increased in number and, particularly in the case of main highways, in quality.

During the seventeenth century the central government at Paris began, for political and military reasons, that network of direct highways to all important frontier towns which has ever since made Paris the unquestioned heart, though not the geographic centre, of France.

Highway construction continued to advance although intermittently, in the eighteenth century. It remained for Napoleon Bonaparte to initiate the really systematic

building and repair of roads which has continued up to current times with undoubted benefit to the French nation.

Since 1900 the road mileage in France has risen more than 20 per cent. and now totals fifteen times the railroad mileage, in which latter field France falls behind only the United States, Canada, India and Germany. Incidentally, there are 6,580,000 miles of highway in the world (of which the United States claims 3,000,000 miles), contrasted with 764,000 miles of railway lines, or 8.6 times more roadway than railway.

France ranks first in Europe when the length of her highways is compared to land surface, having 2.08 miles of roadway per square mile of territory. Great

Britain follows closely with 2.04 miles of roadway while, for contrast, the United States has only 0.99 miles per square mile.

France Fourth in World Mileage Honours.

In total road mileage France ranks fourth in the world, behind the United States, Russia and Japan. However, in the number of motor car registrations she is led only by the United States and Great Britain and is on the point of displacing the latter country for the honour of second position.

The French roadway system totals 652,000 kilometers, divided in the following proportions:

	Kilometers
National routes	40,000
Departmental	13,000
Vicinal—Main	179,000
Secondary	80,000
Ordinary	330,000

All national highways are paved some 36,000 kilometers being in

macadam, while most of the remainder consists of stone construction except for 100 kilometers in concrete. At the beginning of 1930 about 25,000 kilometers were in good repair, 5,000 in fair shape and 10,000 in poor state.

By the law of April 16, 1930, an additional 40,000 kilometers of departmental and vicinal roads are to be turned over to the national system. The French highway budget for the fiscal year ending March 31, 1931, calls for an expenditure of \$35,000,000, for these national roadways, or approximately 40 per cent. of total expenditures on all types of roads during the current year.

In years past the central government, the departments and the communes have each borne roughly one-third of the expense for road upkeep. In the future the national budget is likely to cover a growing percentage of highway costs, especially now that the national highway mileage is being doubled.

TRAFFIC CONTROL KIOSK.



Traffic Control Kiosk.—A photograph of the traffic control kiosk, which has recently been put into position at Ludgate Circus. It replaces the temporary structure from which the traffic at this busy centre has been automatically controlled with success during recent months.

PROOF POSITIVE.



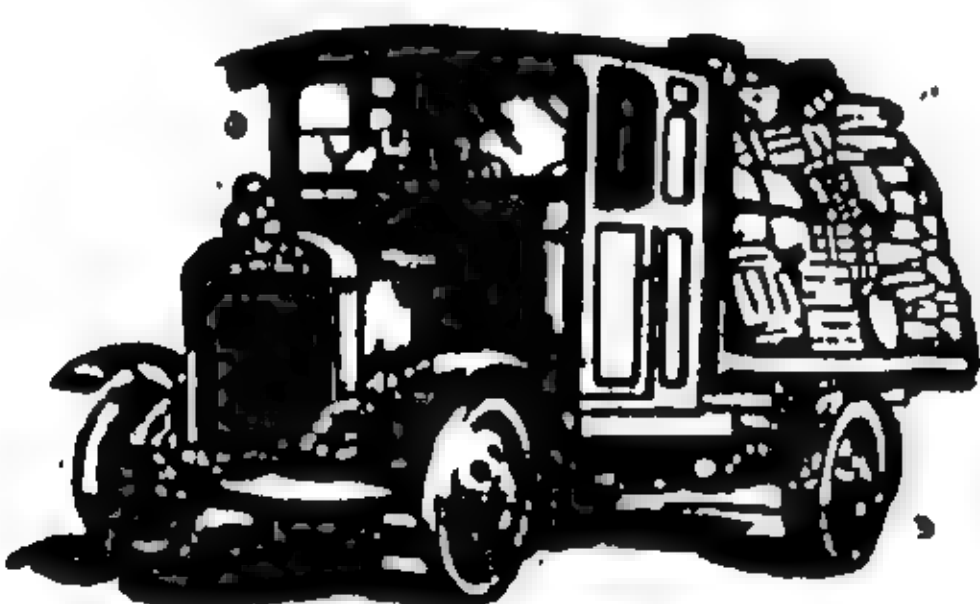
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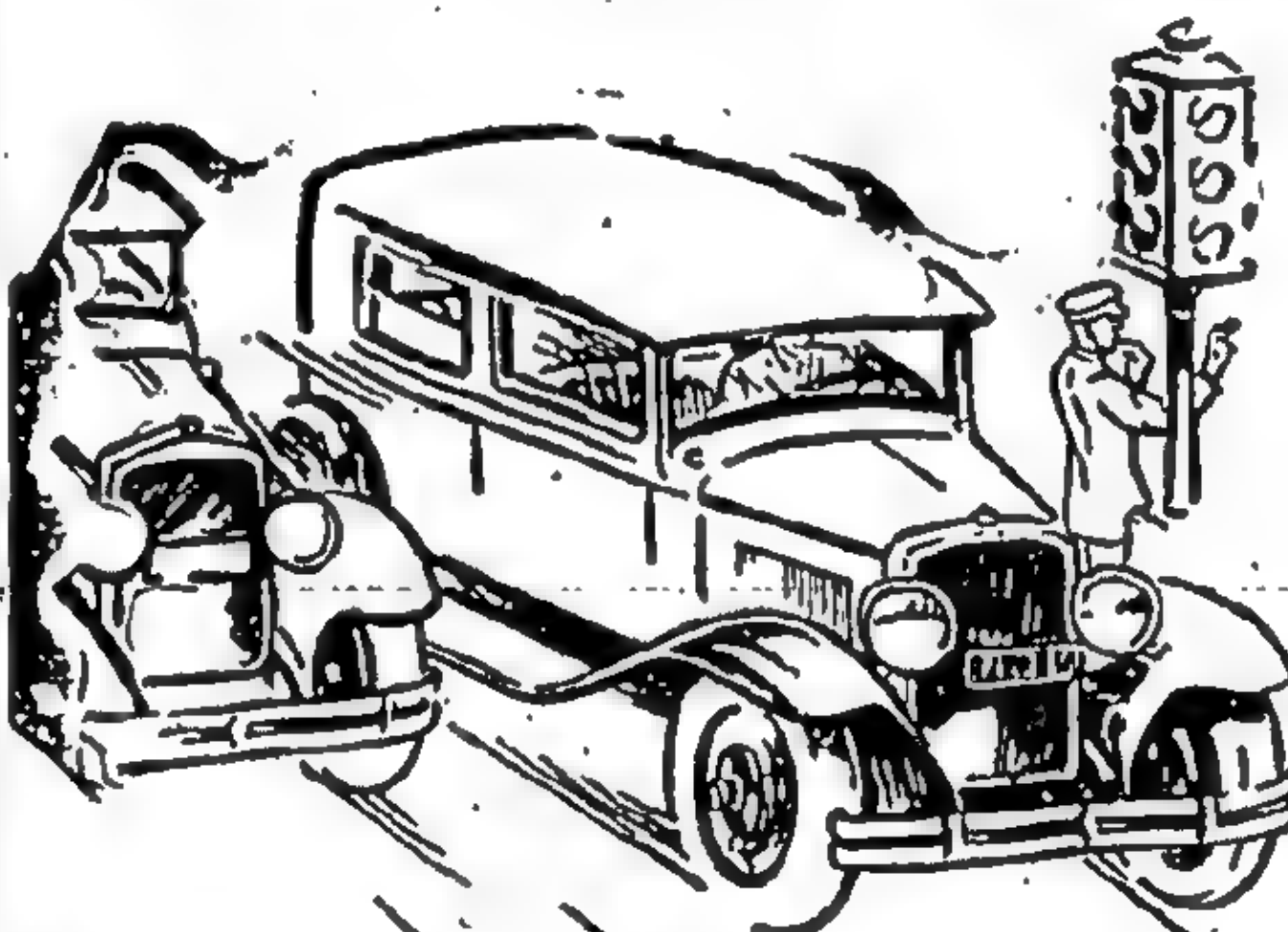
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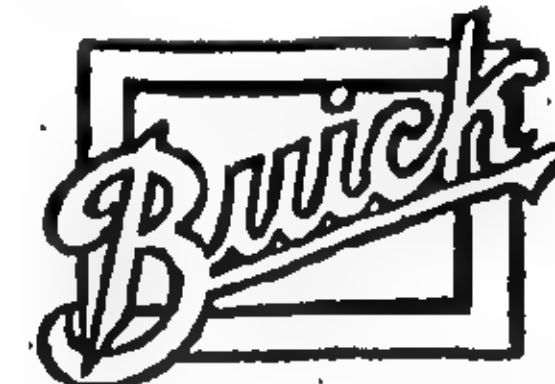


"Yes—the new Buick Straight 8-in-a-line is certainly the most thrilling car I ever owned—and I've paid thousands of dollars more for higher priced cars. It's just like Buick to build a car like this."

The reason for Buick's phenomenal performance is found in its new eight-in-a-line valve in head motor—its new and improved synchro-mesh transmission—and 36 other outstanding new features and advantages.

But with all this power and speed—Buick is immediately responsive to the slightest touch of its new steering mechanism and under the perfect and safe control of its big, powerful, smooth four-wheel internal expanding brakes.

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114" Wheelbase Buick Models HK\$6,955 to HK\$ 7,525
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The New

BUICK 8

The Eights with Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

22, WONG NEE CHUNG ROAD, ... HAPPY VALLEY.

OIL ENGINES FOR VEHICLES.

100 Mile Trial of Gardiner Engined
Pagefield Lorry.

IN EVERY WAY SUCCESSFUL.

When the Gardiner-engined Pagefield 6-ton lorry was introduced a few months ago it was fully described in the pages of *The Commercial Motor*. At the time it aroused considerable interest, because it was not merely a conversion of a petrol-engined chassis, but was designed from the start to incorporate an oil engine. The chassis possesses many interesting features, and it is our purpose here to describe the design as evidenced by the performance obtained when subjected to our standard comprehensive road test.

As handed over to us, the NG-type Pagefield chassis had but 50 miles to its credit. A temporary cab was the performance of the 6-ton Pagefield-Gardiner when tested over a hilly course in the Midlands. Marked fuel economy was provided, and the load, consisting of ballast boxes and a metal block, was carried upon wooden longitudinal beams anchored to the chassis. The load was 6 tons 9½ cwt, so that when the driver's and observer's weights are added the machine will be seen to have been laden to full pay load, plus a body allowance.

A British-Built Machine

The vehicle was taken over by arrangement with Pagefield Commercial Vehicles, Ltd., Leybourne House, Regent Street, Stoke-on-Trent; the factory of which is situated at Wigan. The Gardiner oil engine is, of course, made by L. Gardner and Sons, Ltd., Paternoster, Manchester. A start was made from a garage in Tunstall, and the Autopulse pump was put out of action by disconnection of the pipes. The day's work was carried out using only the gravity-feed fuel tank on the dashboard, so that an accurate check could be kept upon consumption. En route for the open country the vehicle was run on to a weigh-bridge, the figure obtained appearing in the accompanying panel.

Before proceeding further, the ease of starting deserves attention. The water in the radiator prior to the first start was at 45 degrees F., and the air temperature was 54 degrees F. The starting procedure at the beginning only of each day consisted of pressing a button on the fuel pump to lengthen the stroke and then the various cylinders were primed by means of the levers alongside the fuel pump. Cylinders two, three and four were decompressed by actuation of the levers on the cylinder heads. The engine was then started by means of the handle, momentum being obtained by decompressing cylinder No. 1 by means of a lever beside the starting handle.

After the second rotation of the crankshaft the first cylinder was put on to full compression and the engine started immediately. When the other three cylinders were brought into action, the engine idled evenly and with little noise. Starting a warm engine involves only decompression and cranking.

Exhaust Gases.

For a few moments the exhaust was tinged with blue smoke, but so soon as the engine commenced pulling under load this disappeared and there was no trace of it again during the day's work except when starting from cold after halting for meals. We paid particular attention to this point when over-running down hills. The evenness of idling is a tribute to the accurate functioning of the governor. It eliminated what is frequently termed "kettle-drum" when the engine was ticking over, thereby making the vehicle indistinguishable in a traffic block from a petrol-engined one.

After checking the weights, the vehicle was driven on through Stoke-on-Trent towards Lichfield and on an excellent stretch of dead-level road we took the opportunity for checking the braking and acceleration capabilities, the results of which are disclosed in the accompanying graphs. On top gear the speed range was

7 m.p.h. to 26 m.p.h., the higher figure being the limit allowed by the governor, which cut out at 1,325 r.p.m.

The rear-axle ratio on the chassis tested was 0.45 to 1. On this comparatively high ratio the engine showed its capability of hauling on to top gear to a marked extent. Had the chassis covered a greater mile-age it would have given even better results in acceleration tests, as the gear change would have been more free.

Sweet engagement was obtained at all times with the 16½-in. cone clutch, the frictional area of which was 140 sq. ins. Its stop was very effective.

For the braking tests, both the pedal and lever were used, the hand brake being regarded as the service one on account of its operation on the rear wheels, but, of course, the foot brake was used at other times momentarily to check the machine. Both brakes worked smoothly and had ample power. It was possible to lock the rear wheels by their application, but, of course, this was carefully avoided during braking tests. The roads were wet, following recent rain, but sudden braking caused no tendency to slide-slip.

Indirect Gears.

Following these tests, we continued on the road through Stone and Rugeley to Lichfield. On the gradients on this route third gear was called for occasionally, but the good torque pulling powers made it unnecessary to use indirect gears with any frequency. A point of note is that dogs are employed for the third and direct gears, which are, of course, those most frequently employed. This facilitates gear-changing and should make for longer life of the third-speed gearwheels.

After a halt for food at Lichfield, a restart was made, the engine being practically cold, two revolutions of the crankshaft sufficed, the cylinders were not primed. The route then lay through Muckley Corner, Brownhills, Cannock, Newport, Market Drayton, Looe-heads, Whitmore, to Newcastle-under-Lyne and back to the garage at Tunstall.

The long and trying three-mile climb up to Loggerheads gave ample opportunity for checking the cooling capabilities of the radiator, which operates without the aid of a fan, thus simplifying the maintenance problem. At the top of the ascent the water in the header tank was at 194 degrees F. When checking the temperature we noted a useful point, viz., that replenishment can be made from a bucket owing to the large size of the filler cap. This is of the type held by two butterfly nuts, and has no screw threads to become crossed.

The course was, roughly, a triangular one. Therefore, the very high wind encountered throughout the day, served both to help and to hinder the vehicle in its progress. On the second side of the course it was much more of a hindrance than a help.

Throughout the day the cruising speed was in the neighborhood of 25 m.p.h., and the average speed worked out at 18.8 m.p.h. About 40 miles were covered in darkness, and the efficacy of the standard electric lighting system was thoroughly proved.

Fuel-Consumption.

At Whitmore the gravity-feed fuel tank ran dry and it was replenished. The engine was restarted and the final stage of the journey begun. On arrival at the garage at Tunstall the tank on the dash was drained and its contents measured. The consumption rate was 13.3 m.p.g., and the gross ton-miles per gallon 143.64. It is interesting to note that this figure, which was obtained with a brand-new machine, is over 13 gross ton-miles per gallon, in excess of the maker's claim. During the run there were 23 vehicle stops and five engine stops, so that it will be appreciated that the day's work was truly representative of the work to which the Pagefield

would be subjected by a haulier. The conditions were very far from ideal. The result of the fuel-consumption test is highly creditable.

While on the question of fuel it is interesting to note that the standard tanks give a range of about 530 miles, so that the haulier would be able to carry out the longest runs without risk of running short of oil. At this time the point is of some moment owing to the fact that widespread distribution is not yet arranged by the fuel companies. If a 40-gallon drum of fuel were carried as spare the vehicle could do well over 1,000 miles without the need for finding sources for replenishment. There are, of course, fuel depots in many large towns to-day, so that the risk of being stranded is, with the Pagefield, not worth consideration.

Next day the cold starting was again proved to be satisfactory and the vehicle was driven to Kidsgrove Hill. Stop and restarts were made at three points in the climb, one of which was on an acute bend having a gradient of about 1 in 6. To render matters more difficult, the start was effected with the front wheels on full lock. The engine was capable of starting the gross load of 10.8 tons on this hill with absolute ease on first gear. At the other

points in the climb a restart was made on second gear (10.35 to 1). The clutch took up the drive smoothly and there was no tendency of the frame to "buck" as the wheels began to drive.

From the driver's point of view the Pagefield NG model needs very little understanding. There are, of course, the usual gear and brake levers and the customary three pedals, the accelerator being placed to the right of the clutch and brake pedals. The steering wheel and column are absolutely free of all controls. On the dash there is a regulator for the temperature of the air passing into the cylinders, this is only attended to a few moments after starting from cold when the engine begins to warm up, otherwise it is disregarded. There is an engine-stopping lever and a switch for the Autopulse fuel pump, which is electrically operated. Normally the running is done upon the main tank, the fuel being fed to the Bosch pump by the Autopulse. The gravity-feed tank upon the dash is usually kept in reserve.

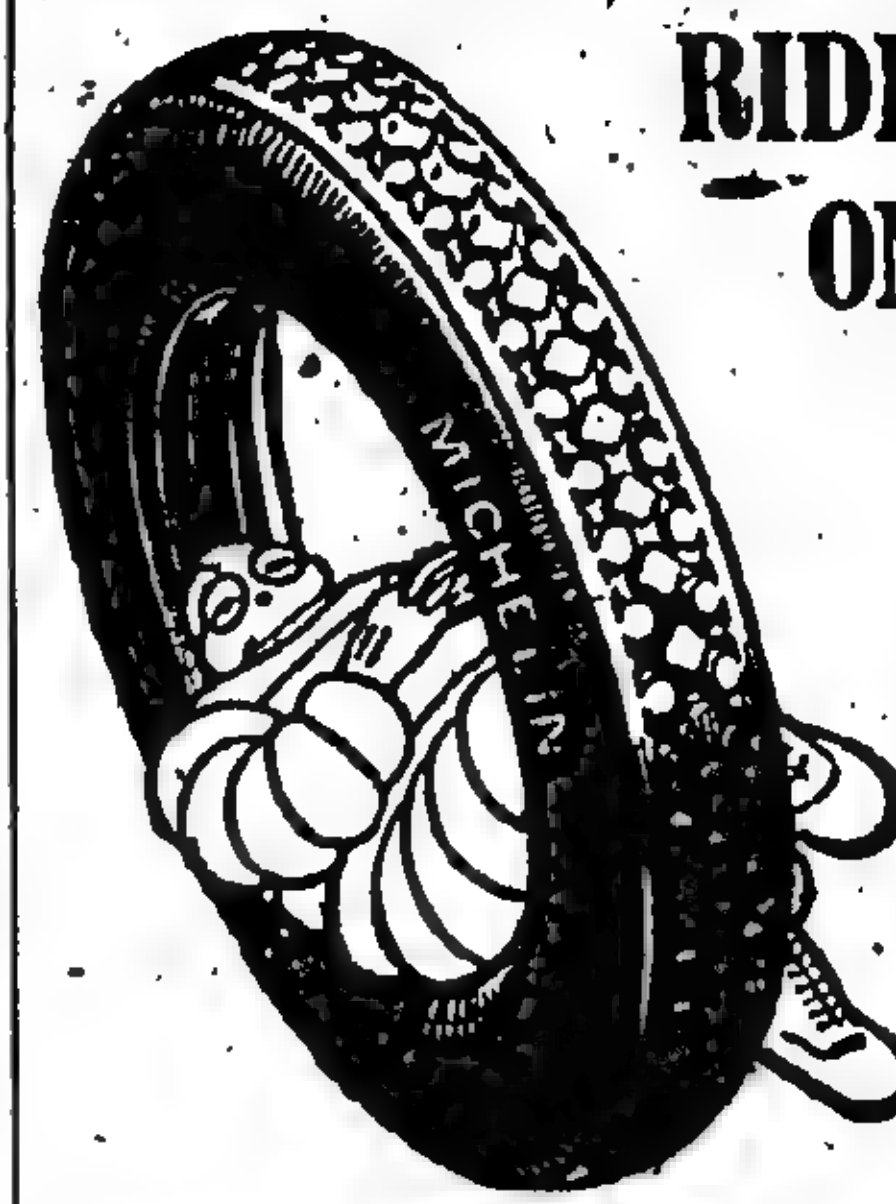
Consideration for the User. A novel feature of the Pagefield chassis is the use of horizontal reinforcing plates above and below the frame flanges, while a feature which is certain to appeal

to discerning lorry users is the fact that the brake hook-up mechanism is instantly accessible, the rods of the hand-operated system are outside the frame and comparatively low down, whilst the adjustments can be reached below the chassis, even in the case of the external-contracting brake upon the propeller shaft.

The rear axle, too, is unusually accessible, all moving parts can be taken out while the wheels are on the ground and without the need for using a jack. Engine accessibility has been well studied. The atomizers can be removed as easily as sparking plugs. Removal of a cylinder head causes the valves to come out at the same time, giving access to the interior of the cylinder and to the top of the piston.

Valve-tappet clearance is adjusted on the top of each cylinder after a cover plate has been removed. The crankcase is of the skeleton type enclosed by covers, their removal reveals the crank and other working parts.

In brief, our impression of the Pagefield-Gardiner lorry is that of a solidly constructed goods vehicle capable of putting up a high average speed, and the fuel cost per mile places it in the forefront of oil-engined goods-carrying machines.

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ON MICHELINS

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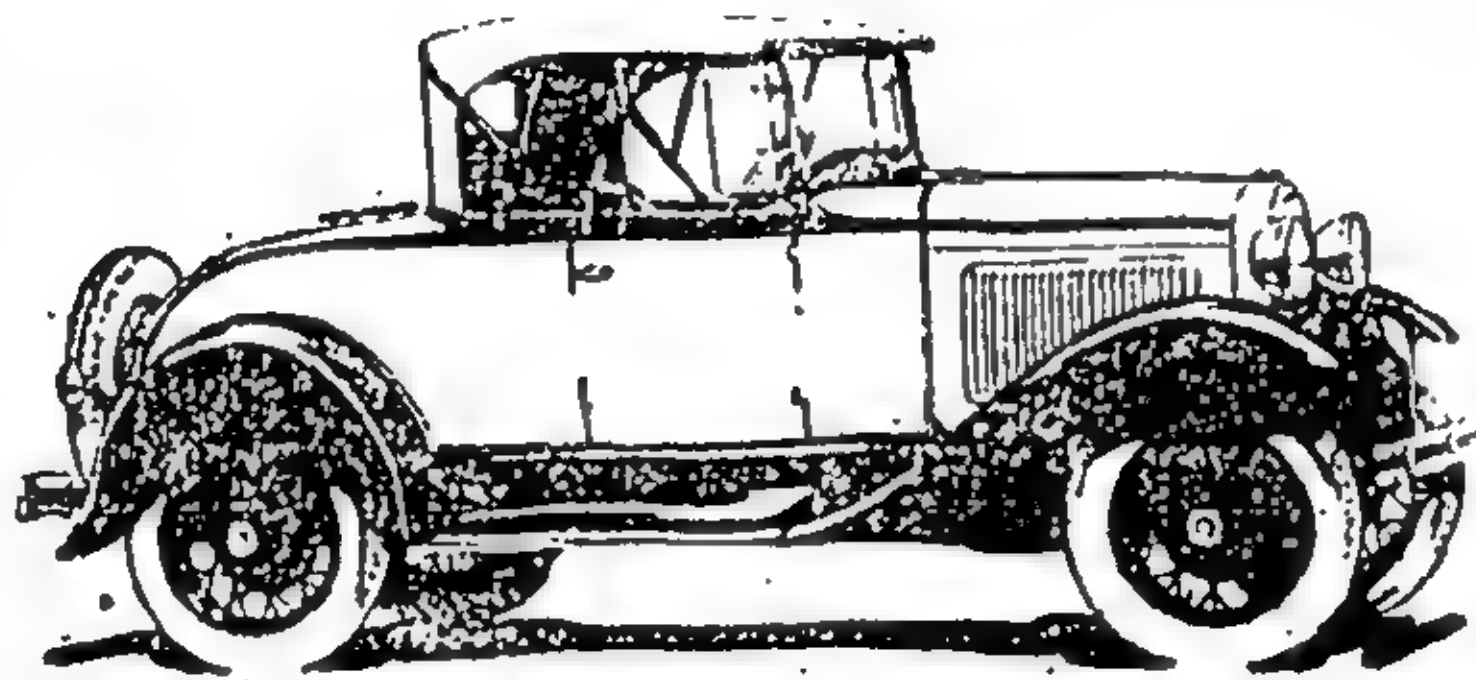
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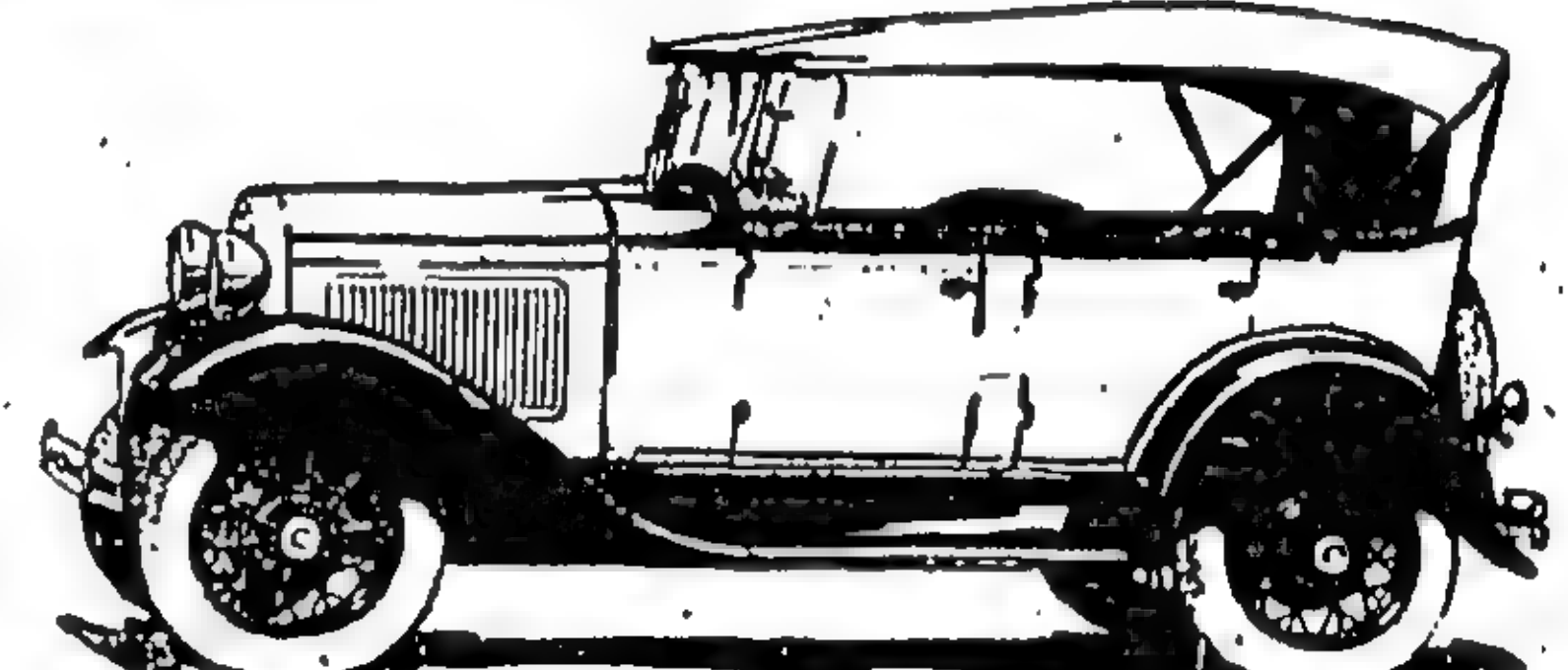
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WITHIN THE PURSE OF ALL

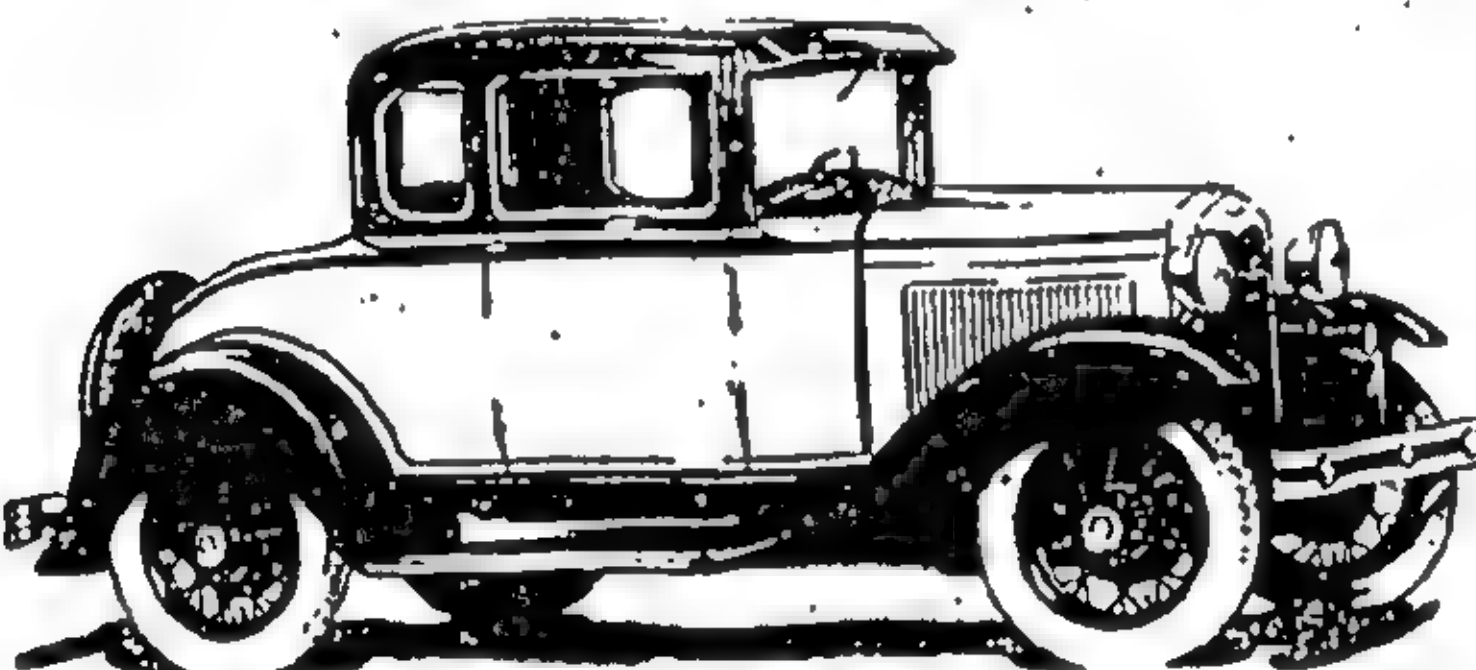
The New Ford Roadster

As nifty and speedy as it looks—for the younger set.



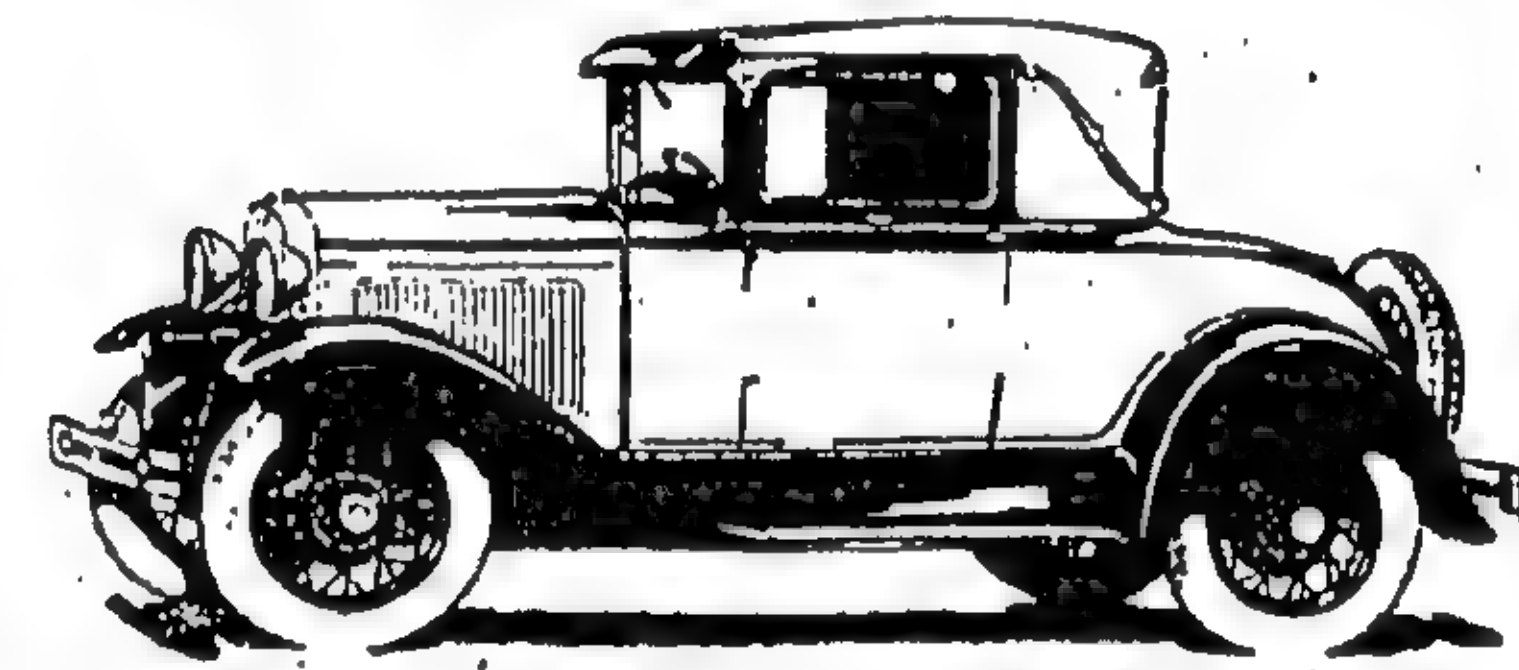
The New Ford Phaeton

An all-weather car for use the year round.



The New Ford Standard Coupe

For the business-man, doctor and those whose work requires a small and handy car with plenty of speed and power. Brings you to your destination in comfort and quick time.



The New Ford Sport Coupe

A decidedly sports car, combining the smart youthful dash of the roadster and the snug comfort of the coupe. Equipped with rumble seat.

- - FEATURES - -

Choice of Colors

Steel-spoke Wheels

Triplex Shatter-Proof Glass Windshield

Four Houdaille Double-Acting Hydraulic Shock Absorbers

Fully Enclosed Four-wheel Brakes

Chrome silicon alloy valves

Three-quarter floating rear axle

More than twenty ball and roller bearings

Bright, enduring Rustless Steel for many exterior metal parts

Aluminum Pistons

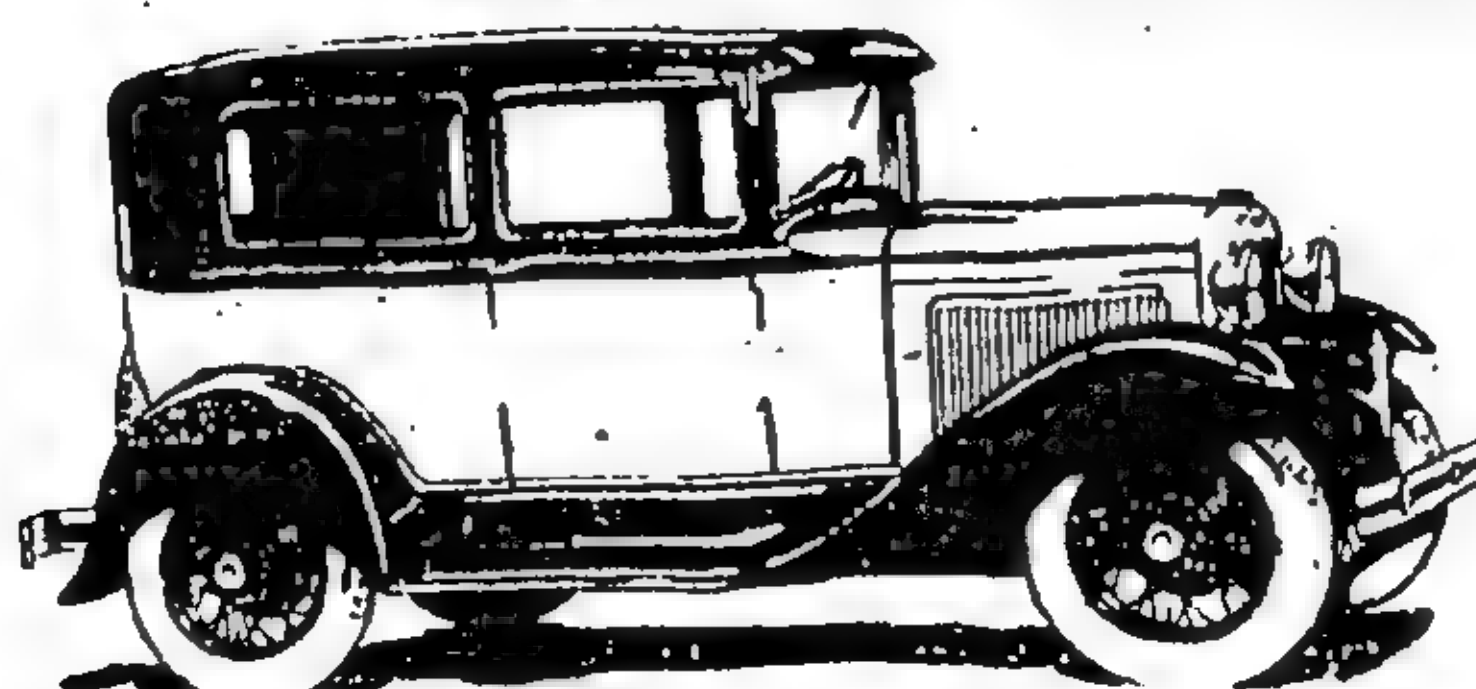
Torque-tube Drive

Extensive use of fine steel forgings

Quick acceleration

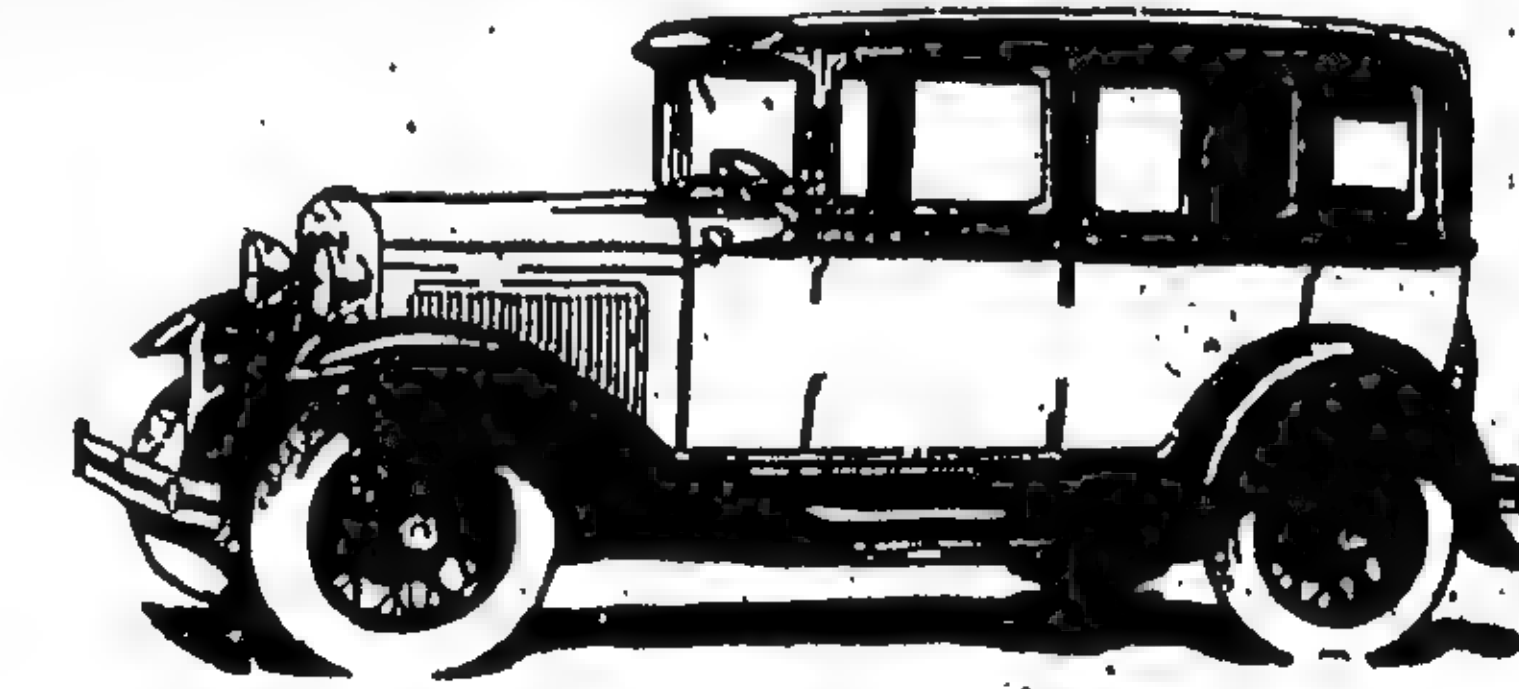
Fifty-five to Sixty-five miles an hour

RELIABILITY AND LONG LIFE EASE OF CONTROL
LOW FIRST COST LOW COST OF OPERATION AND UP-KEEP
GOOD DEALER SERVICE AFTER YOU BUY THE CAR



The New Ford Tudor Sedan

An ideal family car. Especially suitable for families with children.



The New Ford Town Sedan

For those who desire a small but high-class car with many comforts and refinements.

Ford produced 43.5% of total world output of American motor car industry during first 10 months of 1930. In 1929 it was 31.2%.

THIS SHOWS THE WORLD'S APPRECIATION OF PRESENT MODEL FORD CARS!

Motor car registrations in United States for January to October inclusive 1930 showed Ford, first as usual, with 992,370; next highest 566,623.

REAL EVIDENCE OF FORD POPULARITY!

Authorized Dealer: WALLACE HARPER & Co., Ltd. 745, Nathan Road, Mongkok, Kowloon.
Authorized Service Dealer: IDEAL MOTOR CAR Co. 416/20 Lockhart Road, Wanchai.

BEHIND ALL FORD PRODUCTS



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FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

THE MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
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BEFORE INSURING CONSULT US ON
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VISION ON THE ROAD.

Strain of Driver's Eyes: Experiments by the Subject.

Few sections of the new regulations made under the Road Traffic Act, 1930, have aroused so much controversy as that which makes it incumbent on licence holders to sign a declaration of their standard of vision. Yet, on the face of it, the declaration appears to be very harmless. Applicants for a licence are merely required to answer the question: "Are you able to read at a distance of 25 yards in good daylight—without glasses, if worn—a motor car number plate containing six letters and figures?"

Thus, motorists are asked to test their own sight. In the majority of cases the task may present few difficulties. However, there are factors which it would be well for licence holders to bear in mind.

A number plate bearing this symbol—LT 1010—may be read at 25 yards in good daylight. Under the same conditions a number plate bearing a different symbol, such as EP 3856, may not be read by the same person. Letters such as B, G, M, and R, prove very much more difficult to read than such letters as A, J, L, and T, of the same size. Similar variations occur in the case of numbers. Before confidently answering the statutory question, motorists whose vision is defective would be well advised to test their sight in more than one number plate. If they have any doubt at all about their ability to pass the test, a wise plan would be to visit an optician or oculist and obtain glasses which increase the vision to a standard that is unquestionably higher than that implied in the test question.

A Very Limited Test Which Can be Applied.

The rough-and-ready test implied in the new declaration only reveals a part of the visual condition of motorists. It merely provides a very approximate measure of "central vision." The image of a number plate 25 yards away covers only a very small area of the eyes' sensitive receiving screen, the retina. Normally, the two eyes are capable of appreciating the presence of objects distributed over a wide area. When the possessor of a pair of normal eyes looks directly at an object straight in front of him he sees that object in detail, but he is also aware of objects above, below, to the right, and to the left of the central object fixed by

his eyes. The total extent of a normal area of vision is 90 degrees upwards, and in the other directions it is only limited by the eyebrows, nose and cheeks.

The existence of a wide area of vision is constantly utilized by drivers of cars. The peripheral parts of the area are comparatively useless for observing detail, but are of great value for detecting the movement of objects. When driving, the gaze is commonly directed to some point on the road in front of the car. The top of another moving car proceeding along a cross-road at right angles, for example, is first perceived on the peripheral part of the field of vision. Instinctively either the head and eyes, or the eyes alone, are turned so as to bring the moving object into the central part of the field of vision, where its details can be appreciated.

If the area of useful vision is reduced the capacity for appreciating movements of objects away from the direct line of vision is reduced. Unhappily, this reduction is not uncommon, yet the test implied in the new regulations does not reveal the subnormal visual area. The ability to see detail is not necessarily proof of the possession of a wide area of vision. Some authorities express the contention that a seriously diminished area of vision is a greater handicap when driving a car than a diminished ability to recognize detail, with a normal ability to appreciate objects in the peripheral parts of the area of vision.

This area of vision can be ascertained without any difficulty by a test made as follows. Two people are necessary. Both stand in a good light, facing each other. A places his hand over the right eye; B places his hand over the left eye. The uncovered eye of each person looks fixedly at the other throughout the test. One of the two persons then takes a small piece of white paper, holds it midway between them and moves it up, down, sideways, and obliquely, until the limits of visibility are reached in all directions. If the field of vision of both persons is normal the limits of visibility should approximately coincide. Any considerable reduction is at once apparent and should suggest the need for a specialist's examination.

The number plate test can be passed by a person having a blind eye, providing the central vision of the remaining eye has more than 50 per cent. vision. Yet one-eyed vision is a serious handicap in the judgment of speed and distance. Two-eyed vision provides a more accurate idea of distance and "relief."

The Effect of Fatigue and Visual Non-co-ordination.

Normally, the two eyes work together in perfect harmony. Impulses are sent to both and are responded to equally and simultaneously by both organs. In a great many cases, however, this co-ordination between the two eyes is faulty. One eye tends to lag behind its fellow, and supplementary impulses must be given in order that actual squint does not develop.

It is when a person with defective co-ordination is fatigued that the latent tendency to squint becomes manifest. Momentary periods of double vision are experienced. Although the result is not discomfort and confusion quickly arouse the instinctive desire for single vision and the eyes return to their normal relationship, even though the disturbance of vision can have disastrous effects on driving efficiency when travelling at high speed. The number plate test fails to reveal any such tendency to latent squint.

Another eye defect against which motorists should be on their guard is night blindness. Though comparatively rare, it is a grave impediment to safe driving when the illumination is poor.

Colour blindness takes a number of forms. Contrary to a popular belief it does not imply blindness for all colours, but merely an inability to distinguish between certain colours. Red and green blindness are the commonest defects. Any driver who suspects his colour vision should obtain the collaboration of someone whose colour vision is known to be good, and then practise naming differently coloured lamps under varying conditions of illumination.

In more than 95 per cent. of cases of defective vision properly prescribed and fitted glasses will give the equivalent of normal sight. In the majority of cases where the eyes are incorrectly co-ordinated, even when the actual vision is quite good, glasses will remedy the defect and thus prevent those momentary but highly dangerous periods of visual confusion, which, by the way, are apt to occur during time of acute stress or emergency.

Drivers who need to wear glasses should use wide-angle lenses, fitted as close to the eyes as the lashes will allow, so as to

BATTERY "DONT'S."

Suggestions for Keeping It at Strength.

VALUABLE HINTS.

Sulphuric acid is much heavier than is water, and as a solution of sulphuric acid and water (as the electrolyte) will be heavier than water, and the greater the proportion of acid to water the heavier will be the solution.

When the electrolyte is first poured into the battery, much of the sulphuric acid will be absorbed by the plates, and so the electrolyte becomes lighter in weight, the proportion of acid to water becoming less. As the battery is charged, however, the sulphuric acid is thrown out of the plates and into the electrolyte again, thus making the electrolyte heavier. As the battery is discharged the acid will again be absorbed and the electrolyte become lighter. Filling with distilled water is extremely important if the battery is to have a long and efficient life.

Do not attempt to test the battery after filling with water.

Never put acid into the battery. A storage battery can only be charged by a direct current, and when charging the positive wire of the charging current must be connected to the positive of the battery, and the negative to the negative.

The voltage of the charging current should be somewhat greater than that of the battery, while the amperage should not be above one-tenth of the capacity. When a battery is charged or discharged very quickly it will overheat, and this over-heating may result in the plates warping. When the plates warp the paste will fall out of the grids. Not only will this prevent the battery from taking a charge, but it will short circuit the plates at the bottom. For this reason the battery must be charged slowly.

Using the starting motor for a considerable time at a stretch means a quick discharging of the battery and a possible overheating and warping. Therefore, if the engine does not start quickly, do not use the starter for a long time. Keep your battery clean. If the smallest quantity of iron or copper, etc., gets into the battery, an iron or copper sulphate will form on the plates and so make them inactive.

Do not leave a battery standing in a discharged state for any length of time. It is a good practice to wipe the terminals with a cloth on which there is a little vasoline.

Acid must never be put into the battery. If the electrolyte is spilled by accident, the battery must be refilled with a solution of acid and water. It is best to let the battery man do this for you. When you disconnect the battery wrap the terminal wires in insulating tape.

According to reports from the United States there will be a general reduction of car prices early in the present year.

GRUELLING TEST.

Over the Top with A Thornycroft.

WELSH CLIMB.

The driver of a Thornycroft 2-ton van in the employ of Messrs. Allen-Liversidge, Ltd., the well-known lighting engineers, of Liverpool, was given orders to convey a load to an out of the way village in North Wales.

Nearing his destination, and enquiring his road, he was misdirected along a lane which became narrower and steeper as he proceeded until it deteriorated into a rough single track, leading eventually into the famous Pont Newydd Hill. Having arrived so far, the driver had no alternative but to tackle this mountain track, which has a wide reputation as an official test hill for motor cycle and car reliability trials, and a sinister one at that for wedding out the unfit. The hill has two actual bends with ditches on either side, and a gradient of 1 in 5, but the driver's confidence in his Thornycroft was completely vindicated, for the vehicle set its teeth, so to speak, in first gear, and made a non-stop climb right over the top with its load of approximately 35 cwts.

The driver had the satisfaction of learning he was the first to climb this Pont Newydd Hill on a commercial vehicle, and sent the manufacturers a most appreciative letter certified by the signature of a witness who was present, to express his appreciation and astonishment at this outstanding performance of his Thornycroft vehicle.

preserve the peripheral parts of the visual field, and as to give clear, undistorted vision when the eyes look through the lenses obliquely. Opticians can now supply such lenses made of unsplinterable glass.

AMERICA'S NEW FAD.

"Baby" Car Becoming Popular.

"AUSTIN'S FOLLY."

The little motor car that, on its introduction in the United States was humorously nicknamed "Austin's Folly," bids fair to be renamed "Austin's Victory."

It has struck the market at a psychological moment when Americans are not averse to saving their dollars. Even the familiar statement that petrol is no cheap in the United States that there is no need to save consumption has lost its force to-day.

Running costs, garage space, and all the incidentals of owning a motor car have become a consideration to workman and millionaire alike. This, no doubt, explains why the demand for the little machines exceeds the output.

Known as the "Bantam," this little car of English origin advertises itself. The newspaper with which it is associated does not seem to care for it.

No variety entertainment is concluded without a reference to the "Bantam." The strong man in a reported capable of lifting it on one hand with his arm out straight. Made to accommodate only two, instead of four people, it is the lovers' "locomotives."

Enterprising manufacturers buy the "Bantam," paint on it an advertisement of their product, and despatch the tiny vehicle around the country. Its present novelty in the United States attracts all eyes. Cinema proprietors install a "Bantam" in their foyer as an attraction equal to the title of their latest film.

It is Hollywood's new favourite. The rising "star" sits on top of her "Bantam," and is duly photographed. It is handy. It slips easily in and out of the garage—where it frequently tests beside a big brother—and it also climbs Californian mountains.

In New York and Chicago it is helping to solve the parking problem. Women who come shopping at the big department stores can manoeuvre the "Bantam" with the maximum of ease.

While the American bricklayer can be seen going off in his miniature car to his job, millionaires are frequent purchasers. Rich people can keep a stock of them as runabouts for their guests.

The business man who is a golfer is buying the small car to take him

GENESIS OF MOTOR ACCIDENTS.

Capacity of Four-Lane Roads as Against Two Lanes.

Most of the automobile accidents happen to a very small group of people. The reason why just a few persons are accident-prone can be found, and by instruction in safety these drivers who are especially susceptible to disaster can often be made even better than the average.

Thus is summarized a report which has just been made to the highway research board in annual meeting at Washington. It represents a review of the conclusions of recent accident study and was presented by Mr. Sidney J. Williams, of the National Safety Council.

A Novel Diagnosis.

The lack of a will or desire strong enough to prevent the accident was said to be the most important of the causes that result from human failure. This cause includes recklessness, intoxication, preoccupation, excitability and temporary distraction, it was explained. Other causes were said to be ignorance, meaning lack of

knowledge or skill, and physical and mental deficiencies.

Although most of the accident-prone drivers can be corrected, there is "a certain percentage of the population, probably extremely small, that cannot possibly be made into safe drivers" the report said.

The results of a new form of research was presented to the engineers from all parts of the country by Dr. A. N. Johnson, of the University of Maryland. Dr. Johnson has found the number of automobiles a highway will hold, meaning the greatest number of cars that can pass a fixed spot on a road in an hour without congestion.

Congestion on Highways.

He has found that a two-lane road is free of congestion up to 1,000 vehicles per hour, while a three-lane road is uncongested up to 1,800 vehicles and is congested less than one-fifth of the time up to 1,900. Observers on a four-lane road counted as many as 3,228 cars an hour. No greater number passed the concentration point was not reached.

LAYING UP CARS.

"For Economy's Sake" Not Economy."

WASTE OF TIME.

Interviews with motorists who have laid up their cars have disclosed, after due consideration, that what they were told they would gain in theoretical savings as regards wear and tear was wrong, as more money was

to and from the bank. It is easily handled in a minimum of time. Undergraduates, both male and female, have their "Bantam." Indeed, the ubiquitous little car is popping up everywhere. In these days when every American family regards a wireless set and a motor car among life's necessities, the miniature two-seater offers a bargain.

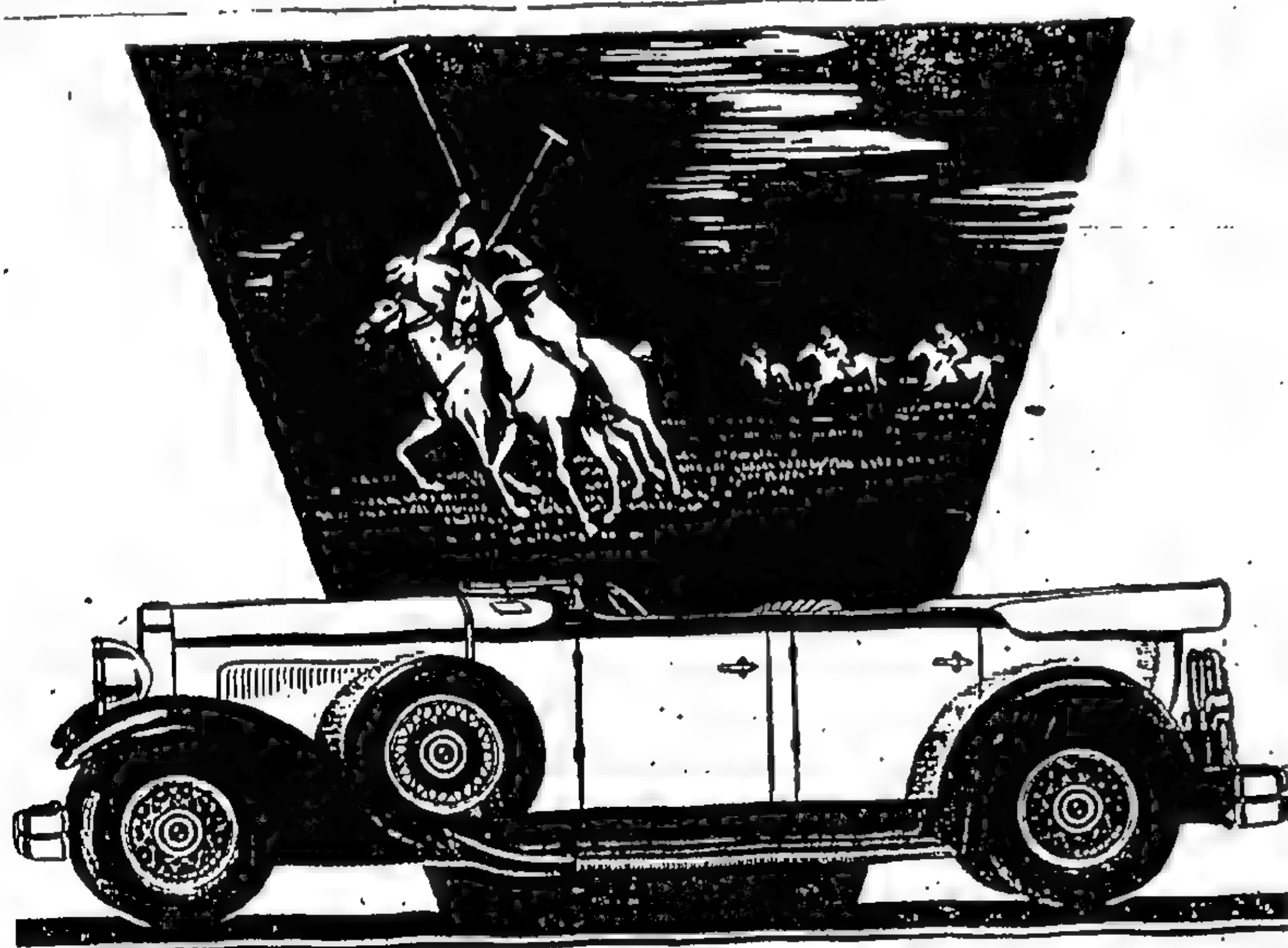
spent on alternative methods of travel and recreation says the Melbourne Herald.

One motorist who laid up his car, due to the popular cry of "stop motoring," found that he had actually expended nearly £3 in the month more than in the previous month when he was operating his car, and it was not possible to calculate in values his losses through waste of time.

Before laying up your car "for economy's sake" figure out whether the move actually will save money and remember that the average car carries five persons for the same cost as it carries one.

While laid up there is to be considered the interest on the capital cost of the car, continued market price depreciation while laid up, and the actual depreciation (deterioration) of tyres, the battery, and other parts.

Also the registration fees and insurance usually have been paid, and these represent lost money for the periods the car is laid up.



A CAR FOR SPORT—PRICED LOW

SPORTSMEN demand in motor cars the same qualities of alertness and responsiveness which characterize the action of a spirited polo pony.

In the new Nash Phaeton for five, illustrated above, this desire is wholly attainable. For here is an out-of-doors, top down touring car which is swift and sure-footed in densest traffic—quickly responsive to the driver's whim for a spontaneous burst of speed—yet instantly obedient to the slightest foot pressure on the 4-wheel brakes.

No car is more pleasurable to drive than

this new Nash Six. Its powerful high compression engine, its effortless gear shifting, its short turning radius and world's easiest steering provide a new motoring thrill—at a very low price.

Motorists marvel that a touring model of such pronounced quality can be purchased so low. And also that a car costing so little as this new Six can be so efficient and so highly satisfactory.

We shall be glad to arrange a trial run in this new Six that you may test the greatest motor car value ever offered to the motoring public by C. W. Nash.

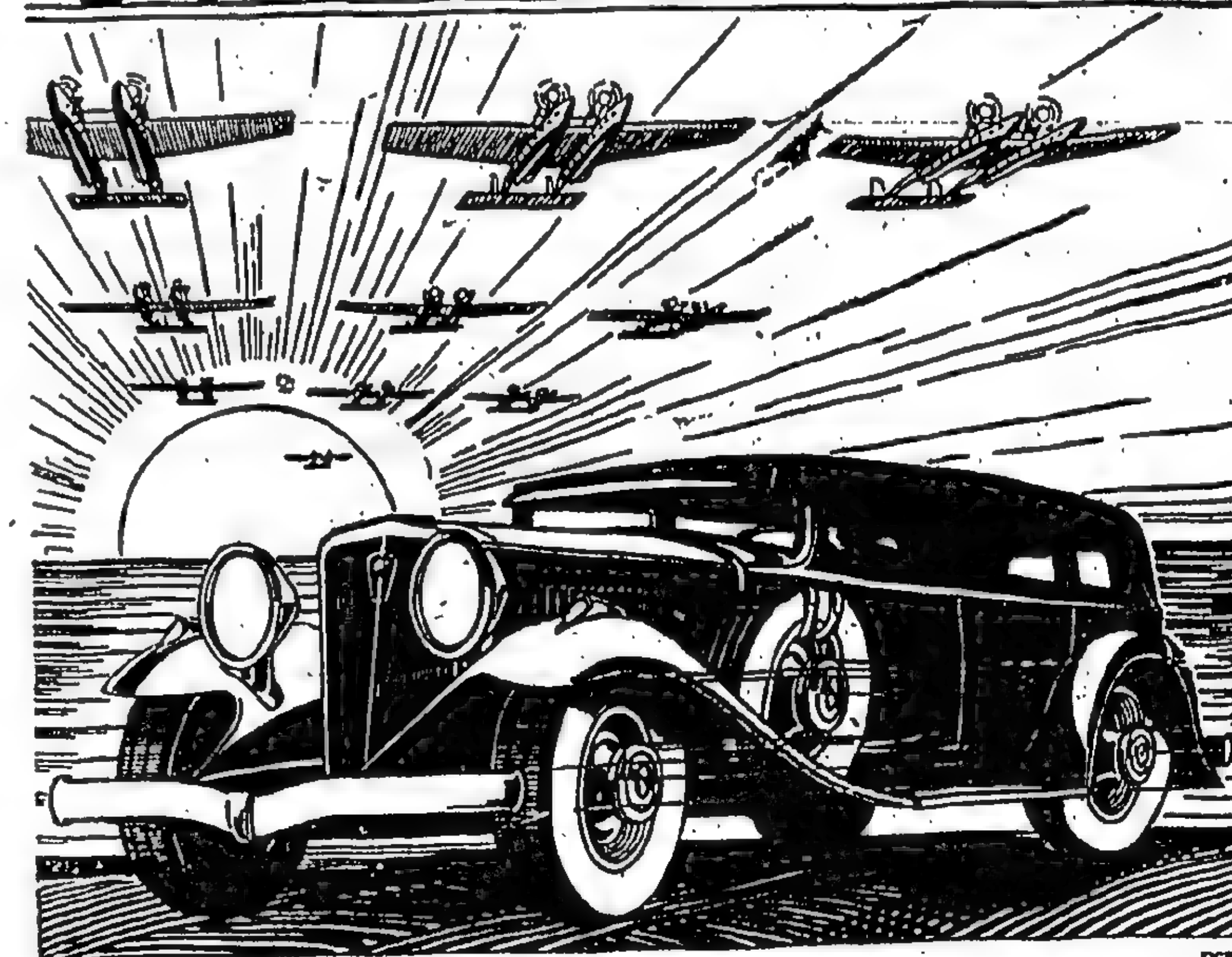
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HONGKONG LEGAL PROFESSION.

REMOVING AN INJUSTICE TO SCOTLAND.

LAW TO BE AMENDED.

The Gazette contains the draft of an Ordinance to amend the Legal Practitioners Ordinance, 1871.

It is explained that under section 21 of the principal Ordinance the court is empowered to approve, admit, and enrol such persons as have been admitted as attorneys, solicitors, or writers in one of the courts of London, Dublin or Edinburgh, or as proctors in any Ecclesiastical Court in England, to practise as solicitors in the court, and the expression "writer" is to be deemed to include "law agents" as defined in section 1 of the Act, 36 and 37 Victoria, chapter 63.

It is felt that the limitation to named cities is too restrictive. The rights and duties of Law Agents in Scotland are regulated by the Law Agents (Scotland) Act, 1873 and 1891. The term "Law Agent" (equivalent to "solicitor in England") is defined by the former Act as "Law Agents, shall include Writers to the Signet, Solicitors in the Supreme Court, Procurators in any Sheriff Court, and every person entitled to practise as an Agent in a court of Law in Scotland."

The Secretary of State, in a recent circular Despatch (dated the 8th January, 1931) forwarding an extract from a memorandum of the Council of the Scottish Law Agents Society regarding admission to practise in the Colonies, states that he is sure that the intention is that the same privilege should be conferred upon solicitors in Scotland as upon solicitors in England and that therefore the reference, so far as Scotland is concerned, should be "law agents admitted to practise in Scotland" and nothing more.

Section 21 of the principal Ordinance is amended accordingly and sections 22 and 23 are made uniform therewith.

Sections 2, 22 and 23A of the principal Ordinance are also amended so as to give The Incorporated Law Society of Hongkong its correct title.

PENALTY PAID.

FOREIGN LADY'S MURDERERS EXECUTED.

The murderers of Miss Dorothy Thompson who was killed on Keswick Road during October, 1928, were strangled last week, after final hearing in the Special District Court, at the Tsz Woo Ching Prison, Shanghai.

It will be recalled that Miss Thompson, at that time employed as a nurse in the Victoria Nursing Home, with her escort, Mr. Dudley Law, were promenading on Keswick Road in the twilight, when a gang of five men approached with intent to rob them. They covered Mr. Law, while Miss Thompson struggled to save her hand bag, whereupon the gang opened fire with no compunction whatever. Miss Thompson was riddled with bullets and died instantly. Mr. Law after some months in hospital, recovered and was sent home.

The police immediately threw out their nets, but for the time being had no result. Later they found trace of several members of the gang and those who were executed were arrested.

On appearing in the Special District Court the murderers, when asked if they had anything to say or letters to send, requested that they should be served the usual meal and after eating were despatched to the prison in the large van.

Final sentence was passed by the prison magistrate, they admitting their crime. Within a minute they were fastened to the posts, wrists and ankles manacled, and within 10 minutes they were pronounced dead.

HARBOUR ADVISORY COMMITTEE.

NEW BODY TO REPLACE BOARD.

It is notified in the Gazette that His Excellency the Governor has appointed the following Committee to advise him in matters relating to the Harbour:

The Hon. Colonial Secretary (Chairman),
The Hon. Colonial Treasurer,
The Hon. Director of Public Works,
The Hon. Harbour Master,
The Hon. Mr. C. G. S. Mackie, Mr. Allan Cameron,
Commander E. D. Brooke, R.N., Mr. T. N. Chau.
The Committee, which will be designated the Harbour Advisory Committee, is substituted for the Harbour Board created in 1920.

LOCAL RADIO.

CHURCH SERVICE RELAY SUNDAY MORNING.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is:—

4.00-7.00 p.m. Chinese Programme.
7.00-11.30 p.m. European Programme of Victor Records kindly supplied by Messrs. Tang Fook Piano Co.

7.00-7.22 p.m. Popular Talkie and Musical Comedy Tunes.
Orchestral-Song Of The Soul (From "The Climax").

Victor Salon Orch. 22408.
Gems from "Follow Through."

Gems from "Hold Everything."

Victor Light Opera Group. 35970.
Gems from "Now Moon."

Gems from "Whoopie."

Victor Light Opera Company. 35909.
8.00 p.m. Weather Report, Local Time, etc.

7.22-8.16 p.m. Concert Items.
Song-Swiss Echo Song (Eckert).

Song-Lo Hero The Gentle Lark (Shakespeare-Bishop).
Marion Talley (Soprano). 6593.

Instrumental Quartet-Irish Cradle Song (Pochon).

Instrumental Quartet-Negro Spirituals (Arr. Pochon).

Flonazey Quartet. 6594.
Song-My Old Kentucky Home (Foster).

Song-Love's Old Sweet Song (Bingham and Molloy).

Amelia Galli-Curci (Soprano). 1412.
Violoncello Solo-Nocturne in E Flat (Chopin and Pochon).

Violoncello Solo-Prelude (Chopin and Sieveking).

Pablo Casals. 6589.
Song-Gunga Din (Kipling and Sprague).

Song-Bole (Kipling and Felman).
Reinold Warronrath (Baritone). 6583.

Violin Solo-Serenade in G Major (Arensky).

Violin Solo-Minuet in G (Beethoven).
8.16-8.57 p.m. Orchestral.

Spanish Dance (Granados).
Triana (Albeniz).

New Light Symphony Orchestra. 35977 and 35978.

Rustic Wedding Symphony (Scherzo).

Victor Concert Orchestra. 35983.
A Night in Venice (Strauss).

State Orchestra. 21085.
Caprice Viennois (Kreisler).

Coppelia Ballet-Dance of the Automaton and Waltz (Delibes).
San Francisco Symphony Orch. 6586.

8.57-9.30 p.m. Operatic.
Song-Hamlet-Mad Scene (Thomas).

Amelia Galli-Curci (Soprano). 6562.
Song-Aida-Heavenly Aida (Verdi).

Bohemo-Hudolph's Narrative (Puccini).

Giovanni Martinelli (Tenor). 6596.
Orchestral-Tristan and Isolde (Wagner)-Prelude.

San Francisco Symphony Orch. 6586.
Song-Bohemo-Aida (Puccini).

Song-Louise (Gounod)-Ever Since The Day.

Lucioia Bori (Soprano). 6561.
9.30-11.30 p.m. Dance Programme.

Fox Trot-Happy Days are here Again. 22221.

Fox Trot-Lucky Me Loveable You. 22221.

Fox Trot-The Web Of Love. 22141.

Fox Trot-I'm In Love With You. 22233.

Waltz-Shepherd's Serenade. 22233.

Fox Trot-Charming. 22493.

Fox Trot-What's The Use. 22493.

Fox Trot-I'd Like To Find The Guy That Wrote The Stein Song. 22610.

Fox Trot-What A Fool I've Been. 22610.

Fox Trot-I Hate Myself. 22596.

Waltz-When Your Hair Has Turned To Silver. 22596.

Fox Trot-My Temptation. 22292.

Fox Trot-Ten For Two. 22292.

Fox Trot-I Want To Be Happy. 22424.

Fox Trot-Anchors Aweigh. 22424.

Fox Trot-The Mug Song. 22613.

Fox Trot-Reaching For The Moon. 22613.

Fox Trot-Really I Love You. 22453.

Fox Trot-Swingin' In A Hammock. 22453.

Fox Trot-Cheer Up. 22601.

Fox Trot-A. R. Y. O. U. 22601.

Fox Trot-Gypsy Dream Rose. 22259.

Waltz-A Bundle Of Old Love Letters. 22259.

Fox Trot-Should I? 22238.

Fox Trot-Harmonica Harry. 22238.

Fox Trot-The Man From The South. 22046.

Fox Trot-Takes You. 22046.

Fox Trot-Daddy, Won't You Please Come Home. 22046.

Waltz-It Happened In Monterey. 22570.

Fox Trot-The Song Of The Dawn. 21076.

Fox Trot-I'm Still Caring. 21076.

Fox Trot-I'm Just A Vagabond Lover. 22586.

Waltz-Don't Forget Me In Your Dreams. 22586.

Fox Trot-Just A Gigolo. 22606.

Fox Trot-I'm Alone Because I Love You. 22612.

Fox Trot-Say "Hello" To The Folks. 22612.

Fox Trot-Henriettes. 21010.

Waltz-Raguel. 22606.

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TENNIS TOURNAMENT

FINCHERS BEATEN IN THE DOUBLES.

The Ramjahn cousins advanced another step towards the retention of the doubles tennis championship title, which they have now held for six years, when they defeated the brothers E. C. and E. F. Fincher in the fifth round yesterday, thus qualifying for the semi-final.

The champions, although winning in straight sets, had a much harder struggle than the scores suggest, and indeed, were a little fortunate in securing the first set. It was a period of amazing fluctuations, with the Indians taking a two-til lead, and then seeing the Kowloon players win the next five games in a row. After this totally unexpected reverse, the Ramjahn returned to give a display more in keeping with their reputation and undoubted abilities, and by winning the next five games, also captured the set.

The second "tanza" did not possess the same amount of interest, the exchanges becoming rather loose, with blunders on both sides rather more than usual. But it was good tennis while it lasted, with the Ramjahn's worthy winners. "H.D." was the mainstay of the winning team, his general all-court work being the means of robbing the Finchers of valuable points, after several bad mistakes on the part of "Sirdar," who, although occasionally brilliant, was too erratic to allow spectators to view his work with any degree of complacency.

On the opposite side of the net, E. F. Fincher gave a similar display studded with unexpected and unaccountable errors, which, try as he might, "E.C." could not wholly cover up. "Teddy" was again the acme of a steady, clear-thinking player, who realised better than anybody else, the task laid upon his shoulders as a result of his partner's unreliability. He played his part manfully, and covered an amazing amount of ground in efforts to retrieve the neat and point-winning placements of the Indian pair.

In the singles, C.A.L. Ramjahn qualified to meet "S.A." in the semi-final, by defeating H. N. Chau with the loss of but two games in two sets. Chau was unable to interpret the subtle wiles of the old Tienwin player, and was so much on the defence, that any attacking strokes he might have possessed could not be revealed.

Scores:
S. A. and H. D. Ramjahn beat E. F. and E. C. Fincher 7-5, 6-4.
C. A. L. Ramjahn beat H. N. Chau 6-1, 6-1.
Handicap Doubles—Sayer and Humphreys beat Foley and Montgomery 5-7, 6-1, 6-2.
Handicap Singles: "B."—Womack beat Clarabutt 3-6, 6-4, 6-4.

GARRISON CRICKET.

R.A.M.C. CONCLUDE MOST SUCCESSFUL SEASON.

The R.A.M.C. Cricket Team has now practically finished the season's fixtures, and has won the Army "Junior" Shield, without a defeat in the six matches played. Their opponents were the 12th, 20th, and 31st Heavy Batteries, Royal Artillery, Royal Engineers, Royal Corps of Signals, and Royal Army Service Corps. This success must produce a feeling of regret that an eleven was not entered for the Junior Division of the Hongkong Cricket League.

In a match on Sunday last, against the Government Civil Hospital, Captain Anderson made local history by taking all ten wickets, Captain Anderson was almost unplayable, for the hospital side made the respectable score of 77 in all. This total was not good enough for the R.A.M.C., who had knocked up 160. Pte. Fellowes obtaining a useful 52 by rather aloofing methods, hitting seven fours of successive balls.

Fellowes thus placed himself at the head of the batting averages, with 27.25 runs in each of four innings. Next comes Sgt. Patterson, who keeps wicket for the Craigengower Club, with 24.36 for thirteen innings (twice not out). Cpl. Davies, who has also played in Craigengower and Army sides, is third, with average of 24.25, for 16 innings (twice not out), and scoring 104 on one occasion without losing his wicket. Davies has also the distinction of taking the highest number of wickets, his 42 coming only 8.47 runs apiece, whilst he heads the list of catches with 13 to his credit.

Captain Anderson was the most destructive bowler in the side, however, taking 39 wickets for 123 runs, or 3.16 per wicket. S.M. Shelley, but for an injury in the middle of the season, would probably have returned better figures than 27 wickets at a cost of 8.70 runs each. In the early part of the season, he was particularly deadly on grass, once taking 8 wickets for 11 runs.

In the Army League matches, the R.A.M.C. have scored 615 runs, whilst their opponents have been able to get only 424. Of ten friendly games played, often against superior sides on paper, five have been won, and one drawn. The total runs scored in all matches amount to 1069, at an average of 12.84 per wicket, against 1310 runs, and an average of 8.19, by their opponents. The secret of the success of the R.A.M.C. XI has not been due to individual brilliance so much as to keen team-work and backing-up that has made the most of advantages gained by the possession of one or two "stars".

RUSSO-GERMAN TRADE LONG-TERM CREDITS BEING NEGOTIATED.

Berlin, Apr. 10.
Orders which the Russian Government intends to place in Germany on long-term credits, as to which the German Government is prepared to guarantee up to 70 per cent, are the subject of negotiations which opened today between German industrialists

AUCTION BRIDGE.

SPORTS CLUB DEFEAT KOWLOON CRICKET CLUB.

A bridge match was played on Thursday evening at the Kowloon Cricket Club between the K.C.C. and a visiting team from the Sports Club. There were eight players on each side, the match resulting as follows: J. P. Braga and M. H. Lo (S.C.) beat V. C. Labrum and L. Jack by 1,103; beat D. S. Green and C. G. Harrison by 1,842; lost to R. E. Lindell and J. C. Lyl by 383; lost to A. Hyde-Lay and C. J. Tacchi by 990.

A. Becker and Ho Ki (S.C.) beat Lindell and Lyl by 104; beat Labrum and Jack by 109; beat Green and Harrison by 264; and lost to Hyde-Lay and Tacchi by 1,002.

H. Lo and A. Zimmermann (S.C.) beat Labrum and Jack by 1,221; beat Green and Harrison by 603; beat Hyde-Lay and Tacchi by 510; lost to Lindell and Lyl by 24.

Ho Leung and Hong Sling (S.C.) beat Labrum and Jack by 1,074; beat Green and Harrison by 172; beat Lindell and Lyl by 256, and lost to Hyde-Lay and Tacchi by 692.

The various pairs fared as follows: Braga and Lo, 1,002 up; Becker and Ho Ki, 435 down; H. Lo and Zimmermann, 2,370 up; Ho Leung and Hong Sling, 810 up; Lindell and Lyl, 67 up; Hyde-Lay and Tacchi, 2,174 up; Green and Harrison, 2,441 down; Labrum and Jack, 2,507 down. The Sports Club won the match by 3,807 points.

A most enjoyable evening was spent with an interval for dinner, during which speeches were made by the Presidents and managers of the respective sides.

and the Soviet economic delegation.

The latter are profiting by their mission to visit German industrial establishments.—Reuter.

Don't Neglect INDIGESTION

INDIGESTION should never be disregarded, for it warns of excess stomach acid which ferments food, forms painful gases and attacks the delicate stomach lining. If neglected this excess acid may cause gastritis or even ulcers. The surest way of getting relief is to take a little "Bisurated" Magnesia after eating when discomfort is felt. This instantly neutralises excess acid, stops fermentation and soothes and heals the acid inflamed stomach lining. Doctors all over the world use and prescribe "Bisurated" Magnesia for indigestion.

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AS A LONG DRINK IN SUMMER: with mineral water.

The Perfect Cocktail
"GIN & CIN"
1 DRY GIN, 1 CINZANO VERMOUTH,
A SQUEEZE OF LEMON

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The knowing man says: Oh no!
I'd rather have a Gin and Cin.
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For Ginger's Sake.

By ETHEL HUESTON.

BEGIN HERE TO-DAY.

GINGER FELA TOLLIVER, daughter of a minister and step-daughter of the wealthy and indulgent former PHIL VAN DOORN, organized a Junior Country Club in the town of Red Thrush, Iowa, just to keep life among the younger set from becoming too dull.

HARD HOLLOWAY, a young artist who was looking around the country, stopped in the town of Red Thrush, Iowa, and stayed at the new clubhouse. He gave the name "Zola de Vire" to the club, and suggested some new clubhouses. He gave the name "Zola de Vire" to the club, and suggested some new clubhouses.

He could cook and sing and strum a guitar. But he could not cook. In his opinion, that was the worst of his countrymen. ANGEL could play. PIETRO could cook. DENNIS could sing. GINGER took them on. DENNIS could sing. GINGER took them on. DENNIS could sing. GINGER took them on.

He persuaded him to stay. He gave the name "Zola de Vire" to the club, and suggested some new clubhouses. He gave the name "Zola de Vire" to the club, and suggested some new clubhouses.

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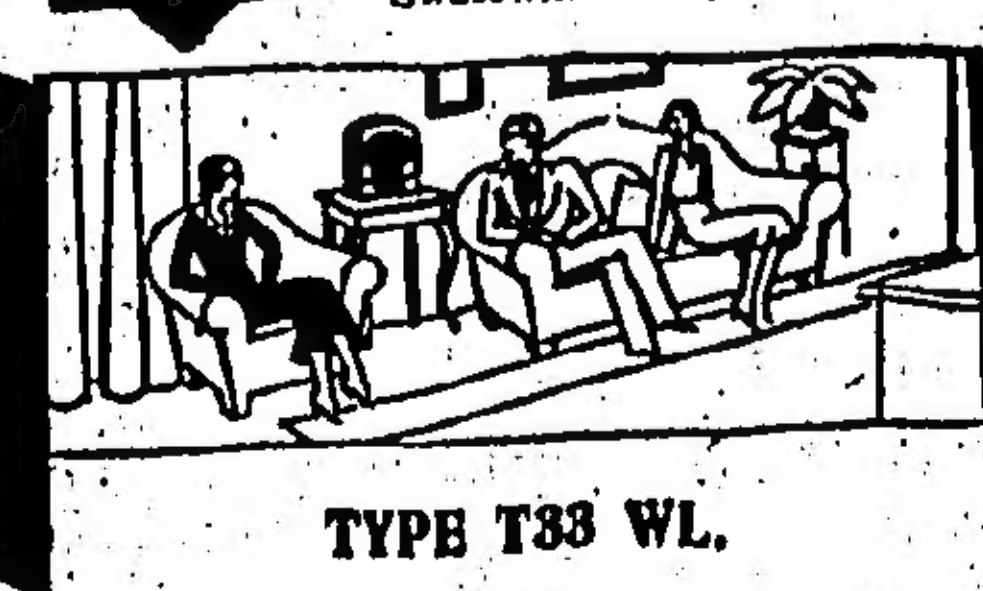
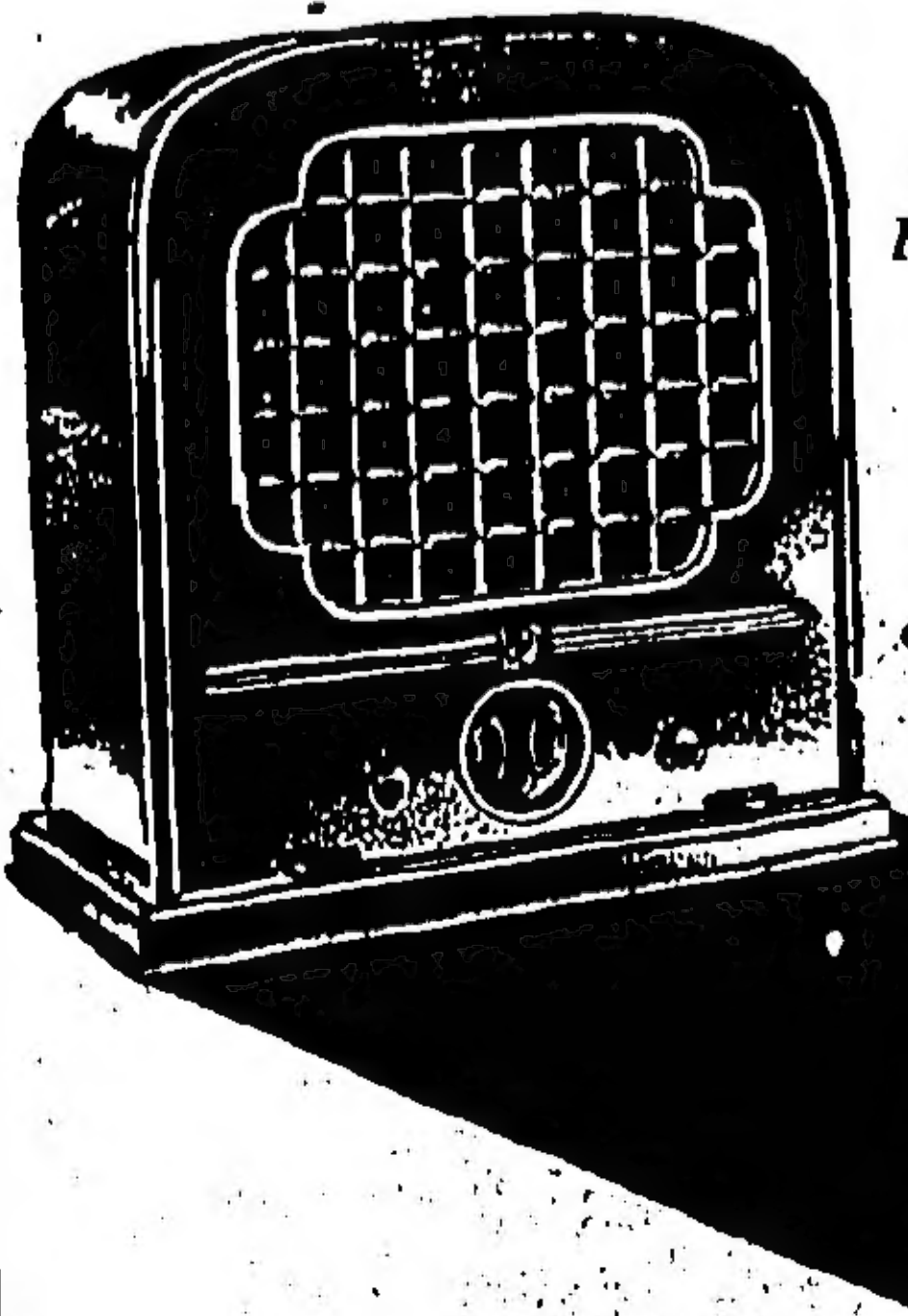
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TYPE T33 WL.

nice fresh—ginger ale—she sighed a little—“nice fresh ginger ale—set you up in no time. Good for the nerves—I surely hope so.”

“Yes, take it, Phil,” said Mr. Tolliver, when she shook her head in impatient refusal. “Pietro is right. It may not mean much to our nerves, but just doing anything helps to settle one’s mind.”

Solemnly, as if it were a rite, they drained their glasses, and immediately Phil, in the way she had of impelling herself to easy action, ran both her hands through her hair and smiled.

“Come, come,” she said, “what children we’re acting. We must put our heads together and figure this thing out. Eddy, pull that poor child out from under the table! Now, help me, darling. What shall we do first?”

“Miss Phil,” whispered the lad, thus forced into the limelight, “I want to go back to my mother. I don’t want to stay here any longer.”

The Mafia’s going to get us.” “Don’t be silly,” said Phil kindly. “The Mafia, or whoever it is, has already got the one they want. They won’t bother the rest of us. Give him some of your—Italian grape juice, Pietro. He needs bucking up. Alfred, shall we call the sheriff and put it in the hands of the police?”

“Miss Phil, excuse me,” interrupted Pietro humbly “but it says particular not to notify the police. They’re a noisy lot, the police, and like as not they’ll stir up more trouble than we’ve got now.”

“I suppose we shall have to report it,” said Mr. Tolliver. “Excuse me,” said Pietro stiffly and left the room at once.

“Now this must be understood, first and foremost,” said Phil firmly. “We’re going to get that money as they directed, and turn it over to them on demand, with no trickery. The thing we’re after is Ginger, and we’re going to take the surest way of getting her.”

A sudden crash in the cellar startled them, the beating of a hammer, the splintering of wood, breaking of glass.

In foolish, hopeful expectancy they ran down, crying out, crowding and pushing, anticipating they knew not what, but impelled by a wild fancy that they might find Ginger. Half-way down the cellar stairs they drew back, staring.

Pietro with a small stout axe was working havoc with kegs and barrels, smashing bottles without ceremony. A stream of thick dark fluid stained the floor with little running rivers, and a pungent fruity odour swept up to them. Pietro looked up but did not cease his work of demolition.

“Nothing,” he panted. “Nothing. Harmless Italian—grape juice—but their prohibition policemen—they’ve got no discrimination. First thing you know—they say—boot-leggers. Clap us all into jail.”

Faintly amused in spite of their anxiety, they trooped dispiritedly back to resume their discussion of plans.

“We must do nothing—frighten them,” said Phil, “or Ginger will suffer for it. I say we keep the whole thing a complete secret, get the money for them and hand it

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NEW CHURCH AT KOWLOON.

OPENING OF THE UNION CHURCH.

The new Kowloon Union Church was opened by His Excellency the Governor yesterday afternoon, in the presence of a large gathering. The erection of this modern and roomy Church, which has fulfilled a great need, was rendered possible chiefly by a big gift made by the late Sir Paul Chater, and the amount which still has to be procured amounts to \$1,634.70.

His Excellency, who was accompanied by Lady Peel and Capt. T. A. H. Colman, A.D.C., were met on arrival by the presiding Minister, the Rev. J. Horace Johnston, after which those present sang two verses from Psalm 18. This concluded, His Excellency, together with Mr. D. Gow, walked up the steps to the front door of the new Church, which he opened with a golden key.

In presenting the key to His Excellency, Mr. Gow said: "Your Excellency, I am privileged on behalf of the minister, office bearers, and general body of the Kowloon Union Church to thank you for so honouring us by coming here this evening to open our new place of worship. We would also respectfully acknowledge the presence of Lady Peel."

I have also the honour to ask your Excellency's acceptance of the key with which you have opened the doors of this new Church as a memento of the occasion. The key is presented by Messrs. Leigh & Orange, architects, who are responsible for the design of this artistic and beautiful building, and who have very thoroughly supervised its construction throughout.

We are hoping that with this permanent, well appointed and comfortable place of worship, the Kowloon Union Church will enjoy a much wider support from Kowloon residents in the future. I now, Sir, have the pleasure to hand you this key.

Speech by His Excellency the Governor.

In accepting the key from Mr. Gow, His Excellency said:

Mr. Johnston, Mr. Gow, ladies and gentlemen, it gives me great pleasure to open to-day this new Union Church at Kowloon. I tender my sincere thanks for the key which has been presented to me as a memento of this happy occasion.

The history of the Union Church in Hongkong goes nearly as far back as the history of the British occupation here. I was greatly interested to read the other day that Dr. Legge was the founder and father of the Union Church in this Colony. As a boy I knew his nephew very well and on occasions heard the latter preach. This was some 45 years ago and I remember hearing then of Dr. or "Chinese" Legge as he was sometimes called. I never anticipated that I should one day be brought into direct contact with his work. He built the foundation of the Union Church more strong and lasting perhaps than he realized and he would be delighted to see the solid structures which have been erected on that foundation. The Union Church on the Island has long been a flourishing institution, but that here in Kowloon is of more recent growth and only started to reach solidity after the arrival of Mr. Johnston in 1923. It has passed through various vicissitudes but is now firmly established and this success is undoubtedly in a large measure due to Mr. Johnston's efforts. I understand that he is shortly leaving this Colony. He will have the satisfaction of knowing that he leaves

PRINCE CONCLUDES SPEECHMAKING.

THE OPPORTUNITIES IN SOUTH AMERICA.

Rio de Janeiro, Apr. 10. The Prince of Wales in his last speech on his South American tour, made at the Copacabana Hotel, said that he spoke "after a somewhat strenuous but intensely interesting and pleasant trip."

He dealt with the importance of reciprocity in trade, and the desirability of increased consumption of Brazilian products in Britain; and gave an assurance to the British communities of his intention to follow up their difficulties and problems after his return home.

He congratulated the British people everywhere abroad on their possession of great opportunities, particularly in South America, where progress and development were proceeding with such rapidity. Even the most acute economic crisis cannot check the advance of this country for long.—*Reuter's American Service.*

A notable monument that will always be associated with his name. The members owe a great debt of gratitude to the late Sir Paul Chater for his munificent gift of \$100,000 to the church, which has enabled this building to be erected.

One cannot but deplore that in the Christian religion there are so many divisions, sects and denominations many of which differ on what are really non-fundamental points, sometimes only in respect of church government. This is to be deprecated even more where the Christian community is small as is often the case in our Colonies. I was very glad therefore on coming to Hongkong to learn of the existence of a Union Church.

"Unity is strength" is an old saying but a very true one and I feel sure that the Union Church here makes the influence of Christianity much stronger than would be the case if the members split up and tried to establish separate churches for the various denominations to which they belong. The Union Church has a very successful past history and in opening this building to-day I earnestly wish it at least as successful a future.

Dedication Service.

After the Rev. J. Horace Johnston had invoked peace to the new Church, those present entered, singing "The Church's One Foundation." They were led by the choir, followed by the officiating ministers, His Excellency, officers of the Kowloon Residents' Association, and delegates from St. John's Cathedral, Kennedy Road Union Church, Wanchai Wesleyan Church, Caine Road Wesleyan (Chinese) Church, Hop Yat Church, St. Andrew's Church, local office bearers, congregation and friends.

The invocation and the Lord's prayer was said by the Rev. A. J. Mackenzie, M.A., C.F., after which the 100th psalm was sung. The Rev. W. Walton Rogers, M.A., read the scripture Lesson—Eph. 2, 12—22, this being followed by the singing of the hymn "Christ is our corner stone."

Then came the words of dedication and Prayer of Dedication by the Rev. J. C. Knight Anstey. A hymn of dedication followed, "Within these walls let holy peace," then came a sermon by the Rev. E. G. Powell, the Doxology and the Benediction, by the Very Rev. Dean A. Swann.

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TO CANADA AND U.S.A.

Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive
Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Canada	May 11	May 14	May 16	May 25
Empress of Russia	May 23	May 26	May 28	May 30
Empress of Japan	June 5	June 8	June 11	June 22
Empress of Asia	June 20	June 23	June 25	June 27
Empress of Canada	July 3	July 6	July 9	July 20
Empress of Russia	July 19	July 21	July 23	July 25
Empress of Japan	Aug. 5	Aug. 8	Aug. 11	Aug. 17
Empress of Asia	Aug. 15	Aug. 18	Aug. 20	Aug. 22
Empress of Canada	Aug. 28	Aug. 31	Sept. 3	Sept. 14
Empress of Russia	Sept. 12	Sept. 15	Sept. 17	Sept. 27
Empress of Japan	Sept. 25	Sept. 28	Oct. 1	Oct. 12
Empress of Asia	Oct. 10	Oct. 13	Oct. 15	Oct. 17
Empress of Canada	Oct. 23	Oct. 26	Oct. 28	Oct. 31
Empress of Russia	Nov. 6	Nov. 9	Nov. 11	Nov. 20

HONG KONG—MANILA

Leave Hong Kong Arrive Manila

EMP. OF CANADA Apr. 19 Apr. 20

EMP. OF RUSSIA Apr. 30 May 2

Passenger 20782

Freight 20042

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FRENCH MAIL STEAMERS.

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To MARSHALLS via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai & Kobe.

ANGERS.....	14th Apr.	G. METZINGER...	13th Apr.
FELIX ROUSSEL	28th Apr.	SPHINX.....	27th Apr.
G. METZINGER...	12th May.	POROS.....	11th May.
SPHINX.....	26th May.	CHRONONCEAUX...	25th May.
POROS.....	9th June.	ATHOS II.....	9th June.
CHRONONCEAUX...	23rd June.	D'ARTAGNAN...	23rd June.
ATHOS II.....	7th July.	ANDRE LEBON...	7th July.
D'ARTAGNAN...	21st July.	FELIX ROUSSEL	21st July.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

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8, Queen's Building.

ANNUAL MEETING OF INSTITUTE.

THE ENGINEERS AND
SHIPBUILDERS.

In the absence of Mr. R. M. Dyer, who is the president of the Institute, Mr. L. J. Blackburn took the chair at the fortieth annual general meeting of the Institution of Engineers and Shipbuilders, which was held last evening.

Addressing the meeting, the chairman, in reviewing the activities for the past year, said:

Gentlemen, our President, Mr. Dyer, has unfortunately been called away North and has asked me to convey to you his apology for being absent this evening.

The report and accounts have been in your hands for some time, and with your permission, we will take them as read.

Referring to the report you may have noticed that the total membership shown for 1931 is 360 as compared with 627 for 1929. This large difference is accounted for by the fact that our absent members' list has been written down from 308 to 26. We have in past years carried forward names of past members who have left the Colony and of whom no trace can now be found or who have not complied with the new rule relating to absent membership.

The present figure 360 gives us a proper basis on which to gauge our strength.

It is gratifying to see an increase in the number of ordinary members, but we would invite stronger support from the engineers of the Colony.

It is with regret that we have to record the deaths of Messrs. D. R. Cappleman, W. Farmer, J. Roberts and H. E. Hendy.

The Library.

The library report needs little comment except that owing to its popularity, I would suggest to the incoming committee that they give a large grant, so that a larger number of new books could be purchased and more spent on the upkeep of the books already provided.

The Literary Council have again had hard work to obtain papers with which to entertain members, and I again appeal for new technical members and assistance in providing papers, a feature of the institute which should not be lost.

We have to thank Messrs. Middleton Smith and Geo. Buchanan for their interesting papers and also the Hongkong Electric Co. for allowing us to visit their North Point Station.

Regarding billiards, in view of the report, perhaps I had better remain quiet, except to mention that the tables are in good condition and we are promised several prizes for the coming season.

The house has been maintained in good condition, and our thanks are due to Mrs. G. Harman, for her help in arranging the ladies' room, etc. As you no doubt remember, 18 months ago the question of giving up a portion of these premises to effect economy was mooted, and I am pleased to be able to inform you that circumstances have improved somewhat, so that your Committee have entered into a two years lease for the whole premises, at a much more favourable rent.

The Finance.

The Treasurer's report gives a resume of increases and decreases in income and expenditure, so I do not propose to worry you with figures which are in front of you, except to point out that while the debit balance is shown at \$2074.32

we wrote off as depreciation on furniture, fixtures and library the sum of \$2,913.60—further, our cash balance shows an increase of \$1,898.79 over the 1929 figures. The first quarter of 1931 shows a considerable increase in profit and provided nothing drastic happens, 1931 should show a balance on the credit side.

The bar profits are down by \$1516.96 due to heavy increased cost caused by Exchange, which has not been fully charged to members, as our policy was to encourage a bigger turnover by keeping prices low and thus counterbalance the loss of percentage of profit.

Owing to the bank rate of interest being reduced, your Committee deemed it advisable to withdraw our fixed deposits and invest same in the Government Loan, which shows a better return and will show better in the next balance sheet. I trust this action has the approval of the members.

I do not think there is anything further that calls for comment, so I have pleasure in proposing the adoption of the Report and Balance Sheet as presented, and after this has been seconded, I shall be pleased to answer to the best of my ability any questions you may wish to put.

Mr. B. D. Evans seconded, and the report and balance sheet were adopted.

New Officers.

The following officials were elected for the ensuing year:

President, Mr. E. W. Blackburn; Vice-Presidents, Messrs. J. P. Olden and J. Danziel; Hon. Secretary, Mr. A. J. J. Martin; Hon. Treasurer, Mr. H. R. Latham; Managing Committee, Messrs. G. J. Harmon, P. T. Farrell, E. W. Blackburn, A. L. Landsberg, W. Russell, H. R. Latham, K. S. Robertson, F. P. R. James, L. J. Blackburn, A. Webster, G. F. Taylor and A. J. J. Martin. Messrs. Lowe, Bingham and Matthews were re-elected auditors.

Billiards prizes were presented to the following:

President's Cup.—1. C. A. Mutton, 2. A. H. McBride; Highest Break, A. E. Silkestone; 1. A. E. Silkestone; 2. P. T. Farrell; Highest Break, C. Bond.

Messrs. Thornycroft Cup.—1. A. J. Walters; 2. W. B. Haslett.

Highest Break, L. J. Blackburn; Samuel Osborn & Co. Challenge Trophy.—1. W. Lee; 2. L. J. Blackburn; Highest Break, P. T. Farrell.

A. S. Watson Competition.—1. A. E. Silkestone; 2. L. Jack; Highest Break, J. Forsyth.

E. M. Raymond Competition.—1. L. J. Blackburn; 2. E. W. Blackburn; Highest Break, A. H. McBride.

G. C. Watson Competition.—1. L. J. Blackburn; 2. W. B. Haslett; Highest Break, P. T. Farrell.

One ton of "Gokets" does the work of 1 1/4 tons of ordinary lump coal.

"Steam Gokets." For steaming purposes. Also highly recommended for open fireplaces.

Ruling Cash Retail Price \$20 per ton ex Company's godown Hongkong or Kowloon.

"Household Gokets" Recommended for fireplaces and kitchen stoves and under boilers requiring a long flame.

Ruling Cash Retail Price \$20 per ton ex Company's godown Hongkong or Kowloon.

Delivery Charges.

Hong Kong:—(1) Peak districts (above Bowen Road) ... \$4.00 per ton.

(2) All roads above Caine Road and Bonham Road and below Bowen Road ... \$3.50

(3) Caine Road and Bonham Road ... \$3.25

(4) Pokfulam as far as Sassoon Road ... \$3.50

(5) Wanchoi and Causeway Bay (beyond City Hall) ... \$3.25

(6) Low Levels ... \$2.50

Kowloon:—All parts of Tsim Sha Tsui, Yau Ma Tei, Mongkok, Hung Hom, Kowloon City and Lai-chikok ... \$1.00

For delivery of lots of less than one ton full delivery rates are charged. Office:—China Building, 2nd floor. Telephone 21335.

CONSIGNEES' NOTICE.

SOUTHAMPTON, LONDON and From MIDDLESBRO',
SOUTHAMPTON, LONDON and STRAITS.

The Steamship, "BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th April, 1931, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 1st May, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th April, 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 10th April, 1931.

TRADE PROMOTION.

NANKING TO APPOINT COMMISSIONERS.

Nanking, Apr. 10. The Ministry of Industry is reported to have decided to appoint Trade Commissioners to the more important cities in North America, Europe, the South Seas and Japan, for development of China's foreign trade.—Reuter.

Highest Break, L. J. Blackburn; Samuel Osborn & Co. Challenge Trophy.—1. W. Lee; 2. L. J. Blackburn; Highest Break, P. T. Farrell.

A. S. Watson Competition.—1. A. E. Silkestone; 2. L. Jack; Highest Break, J. Forsyth.

E. M. Raymond Competition.—1. L. J. Blackburn; 2. E. W. Blackburn; Highest Break, A. H. McBride.

G. C. Watson Competition.—1. L. J. Blackburn; 2. W. B. Haslett; Highest Break, P. T. Farrell.

"USE GOKETS"

(Coal Briquettes) Manufactured by

THE ASIA COAL & BRIQUETTING CO., LTD.

And Save Money.

One ton of "Gokets" does the work of 1 1/4 tons of ordinary lump coal.

"Steam Gokets." For steaming purposes. Also highly recommended for open fireplaces.

Ruling Cash Retail Price \$20 per ton ex Company's godown Hongkong or Kowloon.

"Household Gokets" Recommended for fireplaces and kitchen stoves and under boilers requiring a long flame.

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For delivery of lots of less than one ton full delivery rates are charged. Office:—China Building, 2nd floor. Telephone 21335.

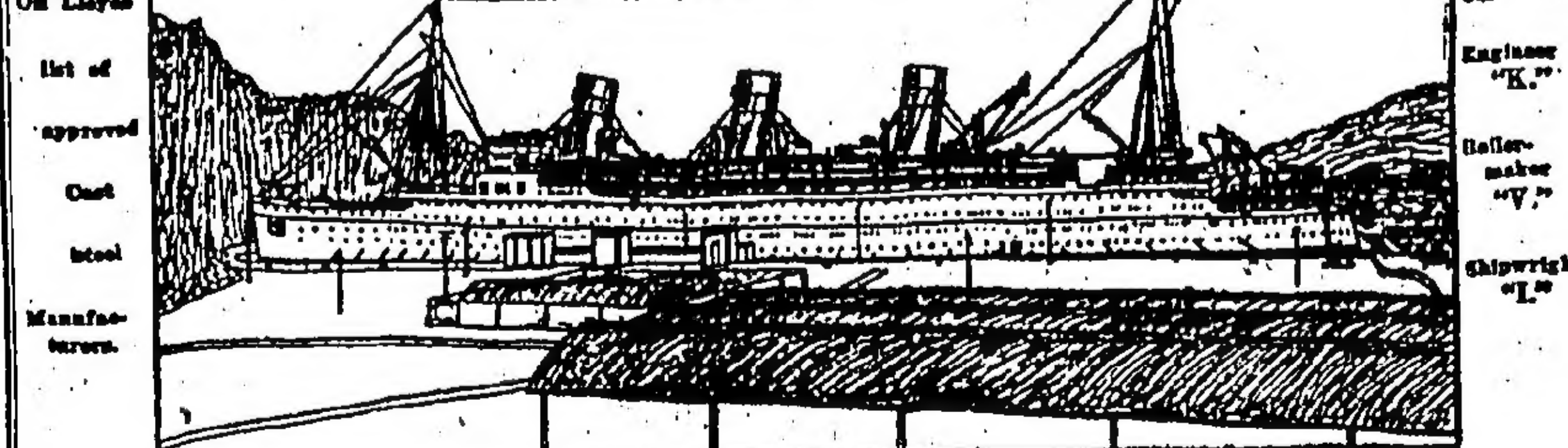
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In No. 1 Dock. Ship Dimensions:—666'0" O. A. X 88'6" X 48'6" M.L. 26,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" X 88'0" X 30'6" Over all, H.W. O.S.T. Salvage Tug "Henry Keavick," 2,000 L.H.P. Wireless Call Signal V.P.H.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*KARMALA	9,128	11 Apr. noon	M'sol, L'don, Hull, Rotterdam & Antwerp
RAJPUTANA	16,586	25th Apr.	Marsailles & London
*SOUDAN	—	2nd May	M'sol, L'don, Hull, Rotterdam & Antwerp
*KIDDERPORE	5,334	5th May	Straits, Colombo & B'bay
*KALYAN	9,144	9th May	M'sol, L'don, Hull, Rotterdam & Antwerp
COMORIN	15,132	23rd May	Bombay, M'sol & L'don
*KASHMIR	8,985	6th June	M'sol, L'don, Hull, Rotterdam & Antwerp
RANPURA	16,601	20th June	Bombay, M'sol & L'don
*KASHGAR	9,005	4th July	M'sol, L'don, R'dm & A'wery
RAWALPINDI	16,619	18th July	Bombay, M'sol & L'don

*Cargo only. *Calls Casa Blanca. *Calls Karachi. *Calls Havre. *Calls Bremen.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	10,000	18th Apr.	S'pore, Penang & Calcutta
TAKADA	6,949	3rd May	S'pore, Penang & Calcutta
SIRDHANA	7,745	13th May	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	6,853	1st May.	Manila, Rabaul, and Melbourne
TANDA	6,956	30th May.	Brisbane, Sydney and Melbourne
ST ALBANS	4,500	1st July.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days. Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The P. & O. Branch Service of Steamers to London and the New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	11 Apr. 6 p.m.	Amoy, S'hai, Moji, Kobe & Osaka
*BURDWAN	—	16th Apr.	S'hai, Kobe & Yoko
SIRDHANA	7,745	24th Apr.	Amoy, Moji, Kobe & Osaka
COMORIN	15,132	24th Apr.	S'hai, Kobe & Yoko
TILAWA	10,008	8th May	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	8th May	S'hai, Moji, Kobe & Yoko
RANPURA	16,601	22nd May	S'hai, Kobe & Yoko

*Cargo only. All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rk., O. Agents.

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To AUSTRALIA. Calling at Manila (P. I.), Thursday 12. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (australia)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESSE CARRIAGE.

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FIRST CLASS FARE TO SYDNEY, 876 RETURN.

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STEAMER Due Hong Kong Leave Hong Kong Leave Manilla Due Sydney

CHANGTE... April 16th May 10th April 24th May 18th May 31st

CENTRAL THEATRE

SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

A 1931 Paramount Super-Production.

MARLENE DIETRICH

The new screen beauty whose resemblance to GRETA GARBO is the rage of two continents in



WHICH? Fate flings into her arms a man who offers everything a woman craves. But, out of the Legion comes a lover who offers nothing but love. Which does she choose? Wealth and protection, or a love that will make her an outcast and the mad splendour of

Gary Cooper
Marlene Dietrich
Adolphe Menjou

MOROCCO

A Paramount Picture

A thrillingly magnificent picture! Bringing to the screen a new personality that will flash in lights across the nation, Marlene Dietrich! Revealing the amazing things a woman will do for love!

A JOSEF VON STEINBERG PRODUCTION

Next Change

Beware a Laughing Lady, Men!



RUTH CHATTERTON
"THE LAUGHING LADY"

CLIVE BROOK
A Paramount Picture

Booking at Anderson's & The Theatre. (Tel. 25720)

CHINESE BISHOPS.

THREE MORE APPOINTED BY THE POPE.

Peking, Apr. 8. The news has been received here from the "Vatican City" that two Chinese Catholic priests have been appointed bishops by His Holiness Pope Pius XI.

The Rt. Rev. Joseph Chow, at present Professor of Philosophy in the Great Seminary of Peking, is nominated Bishop of Paoingfu

(Hanoi) and the Rt. Rev. Boniface Young (Mandarin: Young) Auxiliary Bishop of Canton.

Moreover a new Apostolic Prefecture has been erected in Lin-shing (Shantung) and trusted to the native clergy, under the jurisdiction of the Most Rev. Father Gaspar III, now elected Apostolic Prefect.

There are now fifteen Chinese Catholic prelates, ten bishops and five apostolic prefects.

The six first Chinese bishops were consecrated in 1926, in the Basilica of St. Peter, by His Holiness Pope Pius XI.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

YESTERDAY'S UNION CHURCH OPENING.



H.E. the Governor speaking at the opening of the new Union Church in Kowloon last evening. (Photo: A. Fong).

SUNDAY CINEMA PERFORMANCES.

TEXT OF THE NEW BILL ISSUED.

London, Apr. 10. The text is issued of a Bill to be introduced in the House of Commons by the Home Secretary, Mr. J. R. Clynes, before the Recess, to deal with the Sunday opening of places of entertainment.

The Bill provides for licences to be granted by County or Borough Councils in England, after consulting local feeling, to permit the Sunday opening of places for musical or cinema entertainments, exhibitions and public debates.

Licences will be granted on condition that the profits will be paid to charitable objects approved by the council and that the workers employed are not deprived of one day's rest in a week.

The Bill does not give permission for stage plays.

Legal actions arising out of 17th and 18th Century Sunday Observance Acts are to be recalled.—British Wireless.

BRITISH BROADCAST PROGRESS.

NEW REGIONAL STATION TO BE OPENED SOON.

London, Apr. 10.

The new North regional transmitting station of the British Broadcasting Corporation near Swathwaite, on the Yorkshire Moors, will shortly commence transmissions.

The opening of the new station, erected at a cost of £160,000, marks the progress of the Corporation's plan to provide alternative programmes for owners of smaller and less expensive receiving sets by a system of high-power regional transmitters.

The north regional station, which is built on the same lines as the North London Station at Brookman's Park, will serve a thickly populated industrial area.

Besides taking a place in the general national scheme for alternative services, the regional programmes are representative of the cultural characteristics of each area, and the new station will be

NINE DAYS WONDER AIR TRIP.

(Continued from Page 1.)

acrobate for his own personal use, and he flew to Australia more with the object of saving time and passage money than to smash the record, though he thought he might as well make the attempt on Air-Commodore Kingsford Smith's wonderful time while he was about it.

At one time, Mr. Scott was in the Royal Air Force and he won the heavyweight and lightweight weight boxing championships of the Air Service. He is 6ft. 1in. in height.

called on to interpret a part of England which, as "the North," is proud of its great Universities, world-famous orchestras and choirs, its native drama and literature, and its rich elvish and industrial life.

Another regional station at Falkirk, in Scotland, is in course of erection.—British Wireless.

KING'S THEATRE

HONGKONG'S FINEST CINEMA



The "Peach of a Pair!" in a perfect-play! Love, Laughs, Song hits.

FOLLOW THRU

The Sparkling show that made America Golf-Conscious.

WITH CHARLES ROGERS
NANCY CARROLL
A SCHWAB MANDEL PRODUCTION
A Paramount Picture

Showing To-day
at 2.30, 5.10, 7.15
& 9.30 p.m.

PRICES

Including Tax

Loge Seats	\$2.20
Dress Circle	\$1.70
Back Stalls	\$1.10
Front Stalls	50

Booking at the Theatre only

Tel. 25313 & 25330.

Patrons are requested to call for reserved seats fifteen minutes before commencement of performance. No reservations can be guaranteed after that hour.

QUEEN'S

FINAL SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



She danced into the hearts of men, this passion flower of the South Sea!

For her favours men risked their lives against monsters of the deep, and fought to the death against each other.

THE SEA BAT

with
Charles Bickford
Nils Asther
Raquel Torres
George F. Marion

Wesley Ruggles
Production.

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NEWSREEL
HEARST
Metro News.

COMEDY
George Lyon

COMEDY OUR GANG

in "BEAR SHOOTERS"

NEXT CHANGE

TUNE IN FOR A MILLION
LAUGHS AND THRILLS!

WILLIAM HAINES in REMOTE CONTROL

How you'll roar! How you'll gasp as Bill Haines traps a gang of desperadoes and wins a girl—all by radio!

with
CHARLES KING
MARY DORAN
JOHN MILJAN
POLLY MORAN
J. C. NUGENT

An
EDWARD
SEDGWICK
production

